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Thesis

THE HISTORY OF SKIING IN NEW ENGLAND AND
THE LAKE PLACID, NEW YORK REGION

Submitted by

Laurence H. Bramhall

(B.S. in Ed., Boston University, 1946)

In partial fulfillment of requirements for
the degree of Master of Education

1947

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School of Education
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Aug. 2, 1947

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It is the purpose of this thesis to place the fragments of such information together into a unified source showing the progression of events that were outstanding or influencing the rise, development and progress of skiing in New England and the Lake Placid, New York region.

To the many individuals who enjoy this sport as a wholesome way of using leisure time, it is felt that a brief history of the development of skiing will prove of interest.

In compiling this data, an informational analysis was made of bibliographical items pertaining to the many phases of skiing in the above mentioned regions. Interviews were conducted with men closely related to the field of skiing. For

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INTRODUCTION

Within the past few years few sports have made such phenomenal progress as has skiing. Millions of people throughout the nation have taken to this sport as their favorite winter activity. Paralleling the rise of skiing there has been a corresponding increase in the number of articles published concerning this sport. Although articles on skiing have appeared in a wide variety of magazines, books, newspapers and other periodicals, the history of the skiing movement in New England and the Lake Placid, New York region has never been compiled into one condensed form.

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It is beyond the scope of this study to include many of the minor incidents which, although of an interesting nature, have contributed little if any impetus to the ski movement.

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THE HISTORY OF SKIING PRIOR TO 1920

PART I
THE HISTORY OF SWINE PRIOR TO 1820

CHAPTER I

SKIING THROUGH THE AGES

1. Skiing in Ancient Times

To millions of people today the term skiing has taken on a new meaning, but only because of time and changing events which influenced its progress up through the ages.

Today most people consider skiing as a sport, whereas it actually originated as a means of travel. Through time immemorial man has migrated from one region of the earth to another, adapting that means of transportation best suited to his immediate environment. In regions where snow was plentiful or wherever there was necessity for snow transportation, ancient tribal migration took place on skis. As for the exact type of skis used in those times, Dudley¹ describes one kind of ski as being short and wide, similar to a snowshoe, made of grass woven from reeds with an enlarged bearing surface sufficient to support a man's weight. It was with such a primitive form of contrivance for snow transportation, that ancient tribes from the Altai Mountains of Central Asia, migrated westward to what is now known as Europe. From Dudley's² interpretation of

¹Charles M. Dudley, "Prehistoric Skiing," 60 Centuries of Skiing (Brattleboro, Vermont: Stephen Daye Press, 1935), p. 17.

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¹Charles M. Dudley, "Prehistoric Skiing," 60 Centuries of Skiing (Brattleboro, Vermont: Stephen Daye Press, 1937), p. IV.
²Ibid., p. 18.

historical writings on skiing, we learn that the common origin of skiing was in the Altai Mountains of Central Asia. He also associates this migratory phase of ancient history with specific races. One race, the Aryan Race, originally came from Pamirs and migrated across the Caspian Sea and the Black Sea to the central and northern areas of Europe. The other race, the Finno-Ugrian Race, migrated from the southwest region of the Altai Mountains to Russia, Finland, Norway and Sweden.³ Through such a continual migration of peoples westward to Europe, such a movement in relation to the spreading of the use of skis from one area of the world to another was significant, especially in the case of the Scandinavian region where snow and mountains were plentiful.

As a factor in the nomadic progress, ancient authors mention skiing. To gain a clearer insight into the status of skiing in the olden times a few specific references will be cited. The first mention of snow transportation, according to Dudley,⁴ was Xenophon's Works, Anabasis, in which he relates the story of "Armenians who were wont to put enlarged shoes on the horses while traversing the mountain passes." A Greek monk, Jordanes, in 552 A. D., made the first mention of skis when he wrote a few lines about the "schretefennae."⁵ The

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writings of Procopius about 526-529 A. D., told about a race of "Skridfinnar," the Finns who glided over the snow in comparison to the other Finns who did not glide.⁶ Theophanes in 710 A. D. composed a short epic on the feats of the Byzantine King Leo and his followers on their journey over the Caucasus Mountains, "with snow rings on their feet."⁷ The author of "Kongespeilet" (King Mirror), nearly seven centuries ago, writes with wonder of the tame flying dragons in India. He relates, "men who tame piece of wood and ties seven or eight ells of boards beneath his feet becomes so dexterous that he overtakes bird in its flight or fastest greyhound in running."⁸ Another piece of literature pertaining to skiing was the first complete description of ski running made by a Mongolian writer by the name of Fadl Rashid ed Din in 1307.⁹ This ancient author mentions the neighboring lands with many mountains and woods where the snowfall is abundant. For traveling purposes the natives make boards out of wood, bind them to their feet with straps and glide over the upper surface of the snow by pushing themselves with a staff that is pressed against the earth. The last source of ancient writing of mentionable importance was that by Olaus Magnus in the year 1555 A. D. He composed articles about skiing in conjunction with hunting or

⁶Ibid., p. 32.

⁷Ibid., p. 32.

⁸Ornulf Poulsen, "On Wings of Wood," Saint Nicholas (January, 1928), 55:197-201.

⁹Charles M. Dudley, op. cit., p. 32.

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⁹ Charles W. Duffey, op. cit., p. 32.

as an every day way of life.¹⁰ These writings traced skiing through its infancy, enlightening us about this crude form of snow transportation, so unlike the sport of skiing today.

Tracing the findings of the three ethnologists, the famous explorer Nansens, Professor Winklund and Major Zettersten in regard to skis used in ancient times, Elkins¹¹ concludes that there were three main groupings, as follows:

1. The Southern Type - This was used by the inhabitants of the Ural Mountains, Central Russia, the Baltic Provinces, southern Sweden and southern Norway.
2. The Arctic Type - This type is still used by the Siberian people.
3. The Central Nordic Type - This type was employed in Fennoscandia (Finland in the Scandinavian Peninsula).

Dudley's interpretation of the above classified types of ancient skis is as follows:¹²

1. The Southern Type was a ski with a wide running surface for more buoyancy in the snow.
2. The Arctic Type, in general, was long and narrow, somewhat similar to our present day ski.
3. The Central Nordic Type of Finnish ski, used previous to 1605, was long and narrow and pointed at both ends.

¹⁰Ibid., p. 33.

¹¹Frank Elkins, "World and American Ski History," A Complete Ski Guide (New York: Doubleday, Doran & Company Inc., 1940), pp. 12-13.

¹²Charles M. Dudley, op. cit., pp. 23-25.

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¹⁰ Ibid., p. 35.

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¹² Charles M. Bradley, op. cit., pp. 23-25.

There was no information found on the development of skiing between 1605 and 1825, although this activity must have been carried on in one manner or another. It is known, however, that skiing was revived during the early part of the nineteenth century in the Scandinavian countries. It was in 1825 that Norway assumed the leading part in establishing skiing on a wide-range basis.

2. Skiing in Norway

In Norway, a country of rugged terrain where snow was and still is abundant throughout the winter months, skiing found an ideal setting. First it was used as a means of travel and later adopted as a sport. Tunis¹³ refers to the Norwegian as using skis as a means of going places, especially the school children skiing to school in the wintertime. Elkins¹⁴ relates that the first ski race was held at Tromso, Norway, in 1845, besides a comment that the "Norwegians should be credited with the actual organization of ski meets." From the frequency of historical materials written about Norway in relation to skiing, it can be generally concluded that Norway played an important part in the pioneering of this winter sport.

Skiing in Norway came into its own after the birth of Sondre Nordheim. Torjus and Mikkel Hemmestveit also played a

¹³John R. Tunis, "Skiing," Sports For The Fun Of It (New York: A. S. Barnes & Company, 1940), pp. 241-250.

¹⁴Frank Elkins, op. cit., p. 14.

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leading role in the development of skiing in Norway and later in the United States.¹⁵ Their activity on skis and with skiing permeated the lives of the Norwegian population so markedly that, since the time of the Nordheims and the Hemmestveits, the people of Norway have never relinquished their place as a great skiing nation.

Two districts in Norway contributed greatly to the development of skiing. One was the Telemarken District where Sondre lived and developed the steer-turn known as the Telemark. The other district, the Christiania District, was where the Christiania ski turn originated, a swing turn for hard packed snow. In these districts and elsewhere in Norway entire communities took to the sport of skiing and within a decade or so it became a common mode of winter travel.

In 1845 one of the first ski races was held at Tromso, Norway,¹⁶ while a few years later skiing was adopted as a sport in the districts of Christiania and Telemarken.¹⁷ In 1862 the first official ski competition was held at Grorud, near Oslo.¹⁸ These were eventful times in the history of the Norwegian ski movement, and they influenced the majority of the population, to such an extent that, as time passed, skiing became a popular form of recreation. People of all ages during the winter months

¹⁵Charles M. Dudley, op. cit., p. 36

¹⁶Frank Elkins, op. cit., p. 14.

¹⁷-----, "Ski," Encyclopedia Britannica, 14th edition, Vol. 20, pp. 748-750.

¹⁸John R. Tunis, op. cit., pp. 241-250.

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¹⁵ Charles M. Dudley, op. cit., p. 38.
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¹⁷ "Ski," Encyclopedia Britannica, 14th edition, Vol. 20, pp. 743-750.
¹⁸ John R. Tuma, op. cit., pp. 241-250.

spent their spare moments in skiing activities. From this nation-wide expansion of recreational skiing came the founding of the world's first ski club in 1877, the Kristiania Ski Club.¹⁹

Perfection in skiing became the aim of many people in Norway in the latter part of the 19th century. The sport was encouraged in every possible way. Prizes were awarded in each district to the best "skilober" and during the height of the season an annual competition, the Norwegian Derby was held to determine who had the greatest proficiency in the art of skiing. This event took place on the first Sunday of February in Christiania.²⁰ According to the present day references, this annual competition is the famous Holmenkollen International Ski Meet which attracts more than 75,000 people yearly. Its exact date of origin is uncertain, but Dudley,²¹ in his reference to "Results of Important Meets," lists the outcome of the first Holmenkollen International Ski Meet in the year 1883. From this it is assumed that he refers to the above mentioned meet. Along with this reference it is interesting to note the frequency of wins by the Hemmestveits from 1883 up to 1888, after which time they migrated to America. As for the Nordheims, they migrated to the United States in 1883, thus the absence of their names in Dudley's results.

¹⁹Frank Elkins, op. cit., p. 94.

²⁰Hedley Peek & F. G. Aflalo, "Ski," The Encyclopedia of Sports, Edited by the Earl of Suffolk & Berkshire, 1st edition, Vol. II, 1898, p. 378.

²¹Charles M. Dudley, op. cit., p. 197

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 Along with this reference it is interesting to note the fre-
 quency of wins by the Hemmestveits from 1883 up to 1888, after
 which time they migrated to America. As for the Nordheims, they
 migrated to the United States in 1885, thus the absence of their
 names in Dudley's results.

¹⁹ Frank Atkins, op. cit., p. 34.
²⁰ Dudley Peck & F. G. Alfalo, "SKI," The Encyclopedia of
 Sports, Edited by the Earl of Suffolk & Berkshire, 1st edition,
 Vol. II, 1928, p. 378.
²¹ Charles M. Dudley, op. cit., p. 137.

Norway has made an impressive contribution to the sport of skiing since these early times. Norwegian names in ski circles throughout the world give weight to this fact. The results of internationally known meets such as the Holmenkollen Meet of Norway, the Federation Internationale de Ski Meet and the Winter Olympics have a dominance of Norwegian winners in their listings throughout the decades. As it will be seen later on in this study, the Norwegian people formed one of the most instrumental groups in promoting skiing in the United States.

3. European Skiing

Skiing in Europe, in many ways, was a result of the Norwegian influence, either by the migration of the Norwegians to different European countries, by the increase of International Ski Meets, through the tourist business, or because of the influence of Norwegian students studying abroad. These factors and possibly others had their effects on the development in Europe.

Traces of skiing in Europe appeared in the latter part of the 19th century. Konrad Wild brought the first pair of skis into Central Europe in 1868, although skis had been known to be used in the "Reisengebirge" between 1840 and 1850.²² The actual rise of skiing in Europe began when the great French Alpinist, Henry Duhamel, in 1878, introduced ski mountaineering in the East Alps.²³ Norwegian students studying at colleges in

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²²Ibid., pp. 27-28.
²³Ibid., p. 28.

Switzerland also aided in introducing skiing in the Alpine region. They displayed their technique in skiing to the populace and stressed the wonderful possibilities such a sport could have in Switzerland.²⁴

English sportsmen, through their experiences in skiing in Norway and later in Switzerland, also furthered the movement throughout Europe.²⁵ During their excursions to the Swiss Alps, the Englishmen changed the old style obstacle race, or the Norwegian slalom, to a less complicated race similar to the slalom of today.²⁶

Interest in skiing grew in Europe. Research was conducted, clubs were founded and techniques were originated. Worthy of mention was the development of a ski technique by Mathias Zdarsky, an army officer who first attempted to ski in 1892.²⁷ He established a ski school and developed a ski system involving a low crouch which decreased the center of gravity, making skiing somewhat more controllable. With this system he used a shorter type of ski having a length of about five feet.²⁸ The real contribution made by Zdarsky was not in his ski technique, which was actually the stemming method already in use by the

²⁴Ornulf Poulsen, op. cit., pp. 197-201.

²⁵-----, "On Skis," Time Magazine (January 13, 1936), 27:43-44.

²⁶Harold M. Gore, "The Next Trends in Skiing," Journal of Health and Physical Education (1941), 12:2.

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Norwegians, but in the founding of a ski school and in the creation of a ski binding.

Hannes Schneider, born in Austria in the late 1890's, was destined to give new meaning to the sport of skiing. In his later life, Schneider became one of the most famous ski teachers in the world.²⁹ His well known Arlberg Technique, a simplified means of learning how to ski, greatly enhanced the sport of skiing.

From 1890 on, skiing, as a sport and mode of winter travel, progressed rapidly. National ski clubs such as the Ski Club Todtnan in the Black Forest, the Swedish Ski Association, the Glarus Ski Club of Switzerland, the Ski Club of Britain and the Scottish Ski Club were organized. The founding of the Federation Internationale de Ski in 1924 unified skiing in Europe and enabled this winter sport to make itself felt in this country and elsewhere.

Historical writings lead us to believe that the common origin of skiing was in the Altai Mountains of Central Asia. From here, through the migratory movements of ancient tribes from Asia to Europe, skiing took on an utilitarian purpose as a means of travel and snow transportation. It is only within recent years that man has considered it as a sport and as recreation.

²⁹-----, "Arlberg to Conway," Time Magazine (February 20, 1939), 33:24.

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Norway is the home of skiing as we know it today. Her contribution to this winter diversion has been outstanding, with the Nordheims and the Hemmestveits and other Norwegians playing a leading role in its promotion through the many years. Much of the ski terminology which is employed by ski minded individuals today originated in Norway along with certain ski techniques which have been modified to fit present day needs. Her people have, through their love for the sport, spread its influence throughout the world; first through their migratory movement to central European countries and later to the United States. For objective evidence pertaining to the above facts, one only has to scan the literature to see the frequency of Norwegian names throughout.

As to the early contribution made by Europe toward the progress of skiing, one of the most influential factors proved to be the founding of the Arlberg Ski Technique. This technique, in its makeup and ease of application, has enabled millions of people to learn the art of skiing. The Swiss people, in their revision of numerous ski techniques, have also aided in this movement.

Numerous other contributory factors have also played a part in the early promotion of skiing, but due to the limitations of this study, only mention of the most important items have been included.

G. Wenke, "Skiing," *Encyclopedia of Sports* (New York: A. S. Barnes & Company, 1944), p. 551.

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CHAPTER II

EARLY AMERICAN SKIING

1. Skiing in the Plumas Mining Days

Many and varying accounts have been written on the early development of skiing in America. However, there is no one source of information that is all inclusive. Isolated events and accumulative accounts written abroad constitute the field of information pertaining to the early origin of skiing in America. One factor does, however, stand out; the influential role played by the Norwegian settlers, in which they, because of their love of the sport, continuously brought skiing to the attention of the population. They, more than any other group of immigrants, fostered skiing through its early days and greatly stimulated its adoption by ever increasing numbers of this country's population.

There is some variation in the first accounts of skiing in the United States. F. G. Menke¹ sets the date about 1840 with the following quote: "These wooden blades for use on snow and ice were brought from Norway by immigrants and used in the northern part of the Atlantic seaboard." There is reason to

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¹Frank G. Menke, "Skiing," Encyclopedia of Sports (New York: A. S. Barnes & Company, 1944), p. 251.

believe that he means New England and New York when he uses the term "the northern part of the Atlantic seaboard."

Frank Elkins² added facts to early western skiing by giving accounts of ski activity in the Plumas and Sierra mining country where early miners "fostered the birth of American skiing ninety years ago." The Plumas and Sierra mountain folks first called skiing "snowshoeing." Due to the great depths of snow in this area it was the only means of travel and recreation during the winter months for these folks. The author mentions that skis were probably first used in this locality during the winter of 1850-51.³ A pictorial plate reproduction in his book displayed early miners skiing with "cross-country skis eight to ten feet long at La Porte, California, in the late 1800's".⁴ These accounts were confirmed by a German pioneer surveyor of La Porte.

2. The Experiences of Rev. J. L. Dyer

A further record of skiing in the early 1800's in America was given by Dudley. He reports: "The earliest use of skis in the United States, at least the earliest recorded use of skis, can be attributed to Rev. John L. Dyer, born March 16, 1812."⁵

²Frank Elkins, op. cit., p. 93.

³Ibid., p. 95.

⁴Ibid., p. 94.

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Rev. Dyer, in his monographs, mentioned the transporting of mail during the winter months of 1861-62 with the use of Norwegian style skis approximately nine to eleven feet in length.⁶

3. The Exploits of "Snowshoe" Thompson

One of the most interesting and most frequently related stories of skiing in the middle 1800's is the exploits of John A. Thompson, known as "Snowshoe Thompson." Thompson, a Norwegian, at the age of ten migrated with his parents from "Prestjeld in Tyin" near Oslo to America. In 1851 the Thompson family moved West, while young John continued on to California in the gold rush. In this appropriate environment Thompson took to skiing because, as Dudley⁷ relates, "more money could be had by supplying the miners with services." Finding a demand for mail delivery over the mountains, he set to work at his new task. From recollections of Norwegian skis, he hewed out of oak a pair that tipped the scales at twenty-five pounds. It was with these skis that he made his first long distance mail haul some ninety miles or more, in January, 1856, between Placerville and Carson Valley.⁸ The miners soon discovered the importance of such a service, and "Snowshoe" Thompson, through some twenty years, devoted his life to carrying the mail on skis over the rugged Rocky Mountain Sierra country of California. Thompson

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⁷Ibid., p. 46.

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died in 1876. In 1886, ten years later, skiing organizations became recognized in the West.

4. The Nordheims and the Hemmestveit Families of North Central United States

Skiing came into its own in the north central states of Minnesota, Michigan and Wisconsin during the latter part of the 1800's. Here again we find mention of the famous ski families, the Nordheims and the Hemmestveits. Sondre Nordheim and his family emigrated to the United States in 1883. Mikkel Hemmestveit arrived four years later; followed by his brother Torjus in 1888. These Norwegians, including others like the Hjermsstads, Olesens, and the Tellefsens played an impressive role in promoting the early phases of skiing in America. Their daring feats of ski jumping electrified the midwest populace and spread the word "skiing" throughout the territory. People turned out by the hundreds to see these men with "wooden wings" perform their spectacular events. These demonstrations led to the first ski tournament, which was held on February 18, 1887, at which time the "Grand Old Man of Skisport, Mikkel Hemmestveit, introduced ski jumping to the American public."⁹

5. The Founding of the National Ski Association

Over a period of twenty years, from 1880 to 1900, skiing was in the limelight as a daring winter sport. Stimulated by

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this activity, ski clubs were organized. Such clubs as the Aurora Ski Club of Red Wing, Minnesota, founded on January 19, 1886;¹⁰ the Ishpeming Ski Club of Michigan, founded in January, 1891;¹¹ the La Crosse Ski Club of Wisconsin; the Stillwater Ski Club of Minnesota; the Norden Ski Club and others flourished, then became inactive for a short time. They were rejuvenated again in the year 1904, when the National Ski Association was formed.

Among the individuals who deserve the outstanding credit for founding the National Ski Association, is the name of Carl Tellefsen. His experience as president of the Trondhjem Ski Club of Norway and as president of the Ishpeming Ski Club of Michigan enabled him to form this organization. He, along with George Newett, Fred Braastad, Eric Hoyseth, Ole Aas, Albert Aas and Aksel Holter, called a special meeting on February 21, 1904, at Ishpeming. At this time the possibilities of forming a national ski organization were discussed. That meeting served as the foundation for the formation of the National Ski Association. At this initial meeting the first national jumping meet was planned for Ishpeming in 1904. This was a prelude to a larger tournament in 1905 at the same place, where the finishing touches were added, completing the founding of this all important

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The National Ski Association gave rise to a core organization whose purpose it was to promote skiing in the United States. This organization gave this sport a real foothold in America. From the day of its founding to the present time, skiing has gradually increased in popularity, first as a sport for the few who had the daring and endurance required for ski jumping and cross country, and later for the many less daring who engaged in the downhill and slalom running.

The National Ski Association began to sponsor National Ski Tournaments throughout the United States, the first being in Ishpeming in 1904, which was repeated the next year in the same place. It next rotated to the midwestern areas and was later held in the East at Brattleboro, Vermont. These tournaments, in conjunction with the faithful efforts of their followers, placed skiing on a firm basis which enabled the sport to carry on. To its members and the country, it was a unifying organization of all phases of skiing in the States up to 1925, after which time, with an increasing interest in the sport, divisional units had to be formed to govern skiing in the respective localities throughout the United States.

¹²Frank Elkins, op. cit., p. 16.

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The exact origin of skiing in early America is unknown; however, in conjunction with the migratory settlement of the United States, certain Scandinavian families kept their pastime alive by adopting skiing as a means of travel, transportation and recreation.

Climaxing factors formed the stepping stones to skiing through American history. Among these were: the episodes of Rev. John Dyer's experiences with skis in Colorado in the middle of the 19th century; the miners' accounts of skiing in the Plumas Country of California; the interesting adventures of "Snowshoe" Thompson carrying the mail over the Sierra Mountains of California; the activities of the Nordheims and the Hemmestveits in the north central part of the United States, and the founding of the National Ski Association.

The way was rough and the public was indifferent in the early days to this sport. Because of the above mentioned facts, events and people, this new diversion gradually gained more and more followers, until it has now become the favorite sport of millions.

Activities progressed through other sections of America, the East kept pace, forming the nucleus of the ski movement in New England and the Lake Placid, New York region.

The earliest record of skiing in New England is accredited to the Berlin region, where on January 15, 1882, the Vaneen Ski Club was founded.¹ Skiing activity in this lumber town of New

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CHAPTER III

THE RISE OF SKIING IN NEW ENGLAND AND THE

LAKE PLACID, NEW YORK REGION

1. Skiing at Berlin, N. H.

In the making of history no one event is the direct cause of a given movement. Instead, a movement begins from a series of events, unified over a period of time. It can be generally stated that skiing came into being in the East in this very way. Many isolated events were responsible for this ski movement, although, here again, it was still noticeable that skiing tended to center around populations of Scandinavian descent. On settling in the East they were inclined to choose those regions similar to their own native land. The northern sections of New Hampshire, Vermont, New York and some parts of Maine afforded a type of terrain suitable to the Scandinavian people and supplied them with a natural setting for their native sport. As ski activities progressed through other sections of America, the East kept pace, forming the nucleus of the ski movement in New England and the Lake Placid, New York region.

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¹ Frank Atkins, op. cit., p. 12.
- 12 -

Hampshire was localized in the foreign born population, consisting mostly of Norwegians, Finns and French-Canadians. The mountainous area around Berlin was more than fitting for skiing activities, which, in those days, consisted of ski jumping and cross country. To this day the ski-going public still associates these two phases of skiing with Berlin, New Hampshire, where ski jumping is still prominent.

2. The Lake Placid, New York Region

The Lake Placid region was unquestionably one of the first skiing areas in the eastern part of the United States. From all accounts, it, along with the Dartmouth Outing Club, was the forerunner in popularizing winter sports activities, especially skiing. Like all other movements, however, the Lake Placid region in its early development shared honors with another nearby ski locality, the Saranac Lake region, just northwest of Lake Placid.

Baldwin's² account of skiing in the Saranac Lake region dated back to 1892. A written account by his father, Dr. E. R. Baldwin, depicts the early skiing activities of John R. Booth, a relative of a famous Ottawa lumber family. Booth amazed the townsfolk by running Joe Baker's toboggan slide with a long pair of skis.

²H. I. Baldwin, "The Relative Antiquity of Skiing in the Adirondacks," American Ski Annual (Brattleboro, Vermont: Stephen Daye Press, 1937), pp. 58-63.

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Baldwin's² account of skiing in the Saranac Lake region dated back to 1892. A written account by his father, Dr. E. R. Baldwin, depicts the early skiing activities of John R. Booth, a relative of a famous Ottawa lumber family. Booth amazed the townsfolk by running Joe Baker's toboggan slide with a long pair of skis.

²E. I. Baldwin, "The Relative Antiquity of Skiing in the Adirondacks," American Ski Annual (Brettleboro, Vermont: Stephen Daye Press, 1937), pp. 58-63.

"Store skis" appeared in this area in 1907. These skis were equipped with old Telmarken rattan heel loops set in an ash plank from eight to ten feet in length. These early skis were heavy and awkward to handle, being used mainly for straight downhill skiing with a possible telemark added at the finish of the run. Eventually skiing activities in this area diminished, and it was during this ebb that skiing became active at Lake Placid.

The Lake Placid Development, as a winter resort, began in 1904 through the efforts of Dr. Melvil Dewey.³ He founded the Lake Placid Ski Club on the theory that the area could thrive as a recreational center in the winter as well as it could in the summer. He was instrumental in selling the idea to the local authorities and residents, and in December 1904 the club opened its doors to its first members. The following year the club remained open all winter. Dr. M. Dewey, with other members of the club, including Irving Bachellen, Irving Van de Veer, Mrs. Dana, H. Hovenberg and Dr. Dewey's family spent most of their time at the old Forest Clubhouse.⁴ That same winter a pair of imported skis, equipped with the conventional leather toe straps and an assisting long wooden pole, were seen in use in that area.

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During these early times at Lake Placid, Scandinavian ski jumpers thrilled the townsfolk by their daring exploits. From the standpoint of a spectator sport, this form of skiing attracted many and instilled the thought that skiing was meant for the few individuals who took pride in participating in such a hazardous sport. Even so, this form of winter activity grew, but was far from skiing as it is known today. Skiing in 1904 had only a few followers and was for the rugged person with a steady nerve and great endurance.

In 1917 the famous explorer, Professor Fridtjof Nansen and one of his daughters spent Christmas time at the Lake Placid Club, taking occasional trips up Whiteface Mountain on skis. In 1918, H. Smith Johannsen of Montreal, Canada, climbed Mt. Marcy, Mt. McIntyre and Whiteface Mountain in the Adirondacks using skis. It was thus that skiing came to life in the East during the first two decades of 1900.

3. Dartmouth College and its Early Contribution to the Ski Movement

No one person can be given full credit for the development of skiing in the Dartmouth region, but to certain pioneers in this field, much merit should be bestowed for their more than noticeable efforts, which resulted in the laying of a solid foundation for this movement. Fred H. Harris, of Brattleboro, Vermont, was perhaps one of the most outstanding persons in his contributions to the development of skiing at Dartmouth College

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and other nearby sections. His knowledge and experience in skiing and his tireless struggle in promoting the sport over a period of years has made him a person of renown in the eyes of the skiing public in New England.

Harris started skiing when he was a sophomore in Brattleboro High School. Skiing was destined to play an important role in Harris' life because of his early fondness for the sport and the ideality of the environment for such a winter pastime.

According to his story, Harris' chance encounter with an elderly and proficient skater, while the two were enjoying the smooth ice of a local pond, brought about his first introduction to skiing.

"Gee, skating is a great sport. Isn't it?" he told his fellow skater.

"Yes," replied the older man, "but I know of a better one. Come and see me on the next good fall of snow and I'll show you."

So when the next good fall of snow came, Harris remembered these words and went to see him.

The Norwegian taught Harris how to ski with a crude pair of skis nine and one-half feet long, five inches wide and exceptionally limber. His first few lessons called for endurance, for the hill on which he skied was 2150 feet long and very steep. With increasing enjoyment Harris readily learned this new type of winter sport. While still in the neophyte stage he

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carried on a small business of making skis for the neighbors. Interest grew, and the possibilities of skiing became so alluring that he began to study the technical and scientific aspects of the sport. His first amateurish technique of skiing was awkward, for he slid down a hill with his legs wide apart, crouched way down and leaning back on a long hickory pole for support. Compare this technique with the present day style of downhill running.

Frequent trips to Canada, where skiing had made an early entrance in the colleges, helped Harris to perfect his turns, and, while there, he became acquainted with ski jumping. The average leaps of those days were about ninety feet, while today many jumpers clear over one hundred and fifty feet. While in Canada, he learned the Norwegian Telemark and Christiania swings and began to use two shorter poles in the place of a single long pole.⁵

Through continual practice and determination, plus associations with the best skiers of that time, F. H. Harris became proficient and outstanding in the sport.

The first record of the use of skis in the Dartmouth area was given in reference to skis brought there by Dr. J. B. Thomas of Pittsfield, Massachusetts, in the year 1892.⁶ Dr.

⁵Fred H. Harris, "How I Learned How to Ski," Outing Magazine (January, 1922), 79:158-61.

⁶John L. Garrison, "Zum, Zum, Zum, Dartmouth," Sun, Snow, and Skis (New York: McGraw-Hill Book Company, 1946), p. 161.

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⁶John I. Garrison, "Skiing," Annals of the Dartmouth Club, 1946, p. 121.

Thomas purchased these skis in Cumberland, Maine, from a Swedish immigrant. These were awkward contraptions, long and with a toe strap besides a "Sheep skin footplate." The presence of these skis in the Hanover area created little attention, for Dr. Thomas was way ahead of the times.

The next picture of skiing in the Hanover area came at the time F. H. Harris entered Dartmouth College in 1907. Because of his skiing experiences, he virtually unlocked the door of winter when he arrived in Hanover, New Hampshire. He dispelled the tediousness of Dartmouth's long winter months, which most of the folks spent indoors, when he introduced skiing there, enabling the students to find a new pleasure in using the snow covered hills and mountains around Hanover, New Hampshire.

During his sophomore year he laid a plan before the college and the faculty for the formation of an outing club. The idea was approved, and the first formal meeting of the Dartmouth Outing Club was held in Chandler Hall on January 10, 1910.⁷ One year later the now famous Dartmouth Winter Carnival was held for the first time, a program which was destined to popularize skiing and other winter sports. The combination of these two organizations enabled a group of outdoor enthusiasts, with F. H. Harris acting as the keystone of the movement, to place skiing, over a period of years, on a community-wide basis. As first

⁷Harold Putman, "Introduction," The Dartmouth Book of Winter Sports (New York: A. S. Barnes & Company, 1939), p. viii.

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president of the Dartmouth Outing Club, Harris saw his theory of "skiing for all" come true.

As for ski excursions in the above mentioned area, in the year 1911 Harris made his first trip to Mt. Washington with a party of twelve other D. O. C. members. Harris was the only one to take skis on this trip. This was, from all accounts, the first attempt in New England at winter mountaineering with skis. In 1912 a second trip was made, again to Mt. Washington. This time five of the group used skis. It was on the third trip, in 1913, that F. H. Harris, C. E. Shumway and J. Y. Cheney succeeded in climbing to the very top of Mt. Washington on skis. Twenty-five persons made this trip; twelve using skis.⁸

Despite this early outdoor winter activity in the Hanover, New Hampshire, area, skiing was far from being on the basis it was to reach two decades later. Equipment and general techniques were crude and the true enjoyment of skiing was not known by the masses as it is today. Skis were long and cumbersome; harnesses, if imported, were of the Telemark or Christiania brand. Otherwise they consisted only of a single toe strap; both arrangements being awkward to the beginner. Clothing consisted of heavy outer garments, not waterproof or windproof. Hence skiing in the early days at Dartmouth was meant for the

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4. Early Skiing in Private Institutions Placid, the Dartmouth Outing Throughout New England books. It has been said that a liberal hand, if expertly used, will produce a progressive form of movement. Such was the case with private schools in relation to skiing. In private institutions skiing found the go sign. Administrators saw the recreational value of such a winter sport, possibly because many directors of private schools in the East were Dartmouth College graduates. Automatically they promoted this sport to its fullest degree. By creating an early interest in skiing in the younger generation for this winter sport, skiing found an impetus in private schools throughout New England.

The only reference found to skiing in private institutions prior to 1920 was unearthed by Headmaster Larry Leavett of Vermont Academy.⁹ He relates that James Taylor, a member of the faculty at that time and founder of the Green Mountain Club, promoted skiing at this early stage at Vermont Academy. In 1909 the institution held its first winter carnival. Other than this account, skiing did not make an impressive entrance into private schools until after the turn of 1920. As will be noted later, this phase of the development of skiing in New England and New

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The frequency with which the names Berlin, Lake Placid, the Dartmouth Outing Club and its Winter Carnival appear in books, periodicals, letters, and in conversation leaves little doubt that these places were the center of the ski movement in the East.

Early records gave reference to the Nanses Ski Club of Berlin, New Hampshire, the excursions of J. R. Booth in the Saranac Lake area, the efforts of Dr. Melvil Dewey in founding one of the most prominent ski clubs in the East, namely the Lake Placid Ski Club, and the acme of all causes; that contribution made by Fred H. Harris in germinating the ski movement at Dartmouth College by founding the Dartmouth Outing Club. Each and every one of these items added to the foundation of skiing in the East, and have aided in the development of skiing in this area. Since about 1904, skiing has gradually taken its place as a major winter sport in New England and the Lake Placid, New York region.

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CHAPTER IV

THE GROWTH OF SKI AREAS THROUGHOUT NEW ENGLAND AND THE LAKE PLACID, NEW YORK REGION

1. The General Growth of Skiing After 1920

A sound basis was laid for skiing prior to 1920. As a result, the decade immediately following World War I witnessed a gradual expansion of this sport. The period following 1931 to the present time brought about a phenomenal growth in skiing, the emphasis during this period changing from that of spectator interest to that of participation.

PART II

THE DEVELOPMENT OF SKIING IN NEW ENGLAND AND THE LAKE PLACID, NEW YORK REGION AND THE FACTORS THAT CONTRIBUTED TO ITS GROWTH

The great enthusiasm for skiing has become a major winter pastime and is here to stay.

The reader should keep in mind, however, that the growth and development of skiing in New England and New York occurred as a result of a gradual change of circumstances. The progress of skiing was slow and partly unnoticed by the general public directly after 1920. At this time its scope was very limited, consisting mainly of ski jumping and cross country runs. It was undertaken by the hardy few in localized areas. There were no snow trains, ski tows, ski lifts or snow reports at the time. A skier was, more or less, on his own. Literature on the subject was scarce. Ski trails were natural ones, which included

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either lumber roads or open fields with no postings, no planned layout on the turns and no safety measures. Schooling in the techniques of skiing was unknown. Winter accommodations were practically impossible to find because most New England inns were closed during the winter months. Roads in the northern sections of New England and New York were poorly plowed, making transportation difficult, and the skier was left to buck the drifts unassisted. These and other factors retarded the growth of skiing.

To cite examples of the progress of this winter sport since the 1920's, one has only to refer to the type of clothing worn by skiers at that time. Ski wear was cumbersome and impractical. Outer garments included a blanket-like mackinaw, a woolen earlap loggers cap, a goose neck sweater and heavy woolen mittens. Besides this, knee breeches with rolled leggings and muscle cramping high-laced leather hiking boots were worn.¹ Compare the above style with a well-dressed skier of today, who wore an eighteen ounce melton or garbardine ski suit over lightweight underwear, a weather proof jacket of the same material, plus wool socks and light woolen mittens, the latter having an outer waterproof covering. A ski cap was optional.²

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skis. 1926-27 skis were narrow and long, probably based on specifications for ski jumping and cross country.³ Two years later skis were wider and somewhat shorter. The present day ski, in general, has a ridge and measures approximately $3\frac{1}{2}$ " wide at the tip, 3" wide at the binding and $3\frac{1}{4}$ " wide at the heel. The length decreased from a seven to eight foot ski in 1926-27, to a practical, individual-measured ski in 1942, in which the person, according to height, selected skis that would measure from the floor to the palm of the hand with the arm stretched overhead.

There was also a progressive and practical revision in the type of ski binding from 1926 to 1942. Leather toe straps, mounted on a flat-top mortised ski, were of common use in the earlier days. In 1930 harnesses were made by many skiers, in which the leather toe strap was combined with leather straps that ran back around the heel of the ski boot to hold the foot in the ski binding. The modern binding is a specialized piece of equipment combining steel toe-plate, a cable, a heel spring, and the boot is clamped in by a front throw lever or a heel spring, or sometimes both of these.

These early limitations to the sport of skiing tended to restrain its progress until the related problems were systematically solved. The growth and development of skiing was slow

³John L. Garrison, "Buy and Large," Sun, Snow, and Skis (New York: McGraw-Hill and Company, 1946), p. 175.

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2. The Lake Placid Region

The Lake Placid, New York region after 1920 continued to promote skiing in the interest of the public and contributed greatly to the ski movement in the East.

In 1919-20, the winter at Lake Placid was an important one. During this season some 250 members of the Lake Placid Club organized the Sno Birds. This intra-club organization, for the past twenty-five years, has fostered recreational as well as competitive skiing. It has held, during this time, between eighty and ninety competitive ski tournaments sanctioned by the United States Amateur Ski Association. Through the efforts of its members, the club has built ski jumps and laid out ski trails to such an extent that, today, "it possesses more cross country and touring trails, 250 miles of them, than any other ski center in the northeastern United States."⁴

The skiing facilities within the Lake Placid area largely comprised of four ski jumping hills owned and operated by the Lake Placid Club. The ski jumps ranged from five to thirty-five meters, and during the winter of 1919-20 the first large ski hill was cleared. With these limited facilities the Lake Placid Club sponsored its first College Week Invitation Tourna-

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ment in 1919-20. This early ski competition was operated on a team basis, with so many points being allotted to each team member who placed as a winner in the various ski events, such as cross country racing and ski jumping. This tournament, according to Hicks,⁵ has been continuous from the day of its origin up to the present time with but one cancellation, due to adverse weather conditions.

In like manner, a February Invitation Tournament for men competitors has been conducted consecutively for twenty-six years, and a women's tournament on an invitation basis for approximately twenty years. Annually since 1936, this tournament has, under the sanction of the United Eastern Amateur Ski Association, enlisted as competitors ten selected women skiers from Canada and ten from the United States.

In the early 1930's ski jumping interest was promoted to the greatest extent, although cross country racing drew many competitors. General recreational skiing was organized in the form of ski touring and ski mountaineering, but the number of followers was few.

Directing the ski program at Lake Placid from 1920 to 1927 was a Norwegian by the name of Ornulf Poulsen.⁶ He interpreted his knowledge of Norwegian skiing to members of the club and

⁵Letter received from Harry W. Hicks, Secretary of the Lake Placid Club as of February 27, 1947.

⁶Letter received from Erling Strom, Mt. Mansfield, Vermont, as of February, 1947.

ment in 1919-20. This early ski competition was operated on a team basis, with so many points being allotted to each team member who placed as a winner in the various ski events, such as cross country racing and ski jumping. This tournament, according to Hicks,⁵ has been continuous from the day of its origin up to the present time with but one cancellation, due to adverse weather conditions.

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the folks of the community. Following in Poulsen's footsteps was another Norwegian, Erling Strom. He was director at Lake Placid Club from 1927 to 1938, after which time he continued his ski interests at Mt. Mansfield, Stowe, Vermont. Besides Poulsen and Strom, other members of the Lake Placid Club, such as Ernest des Baillets, Marquis N. Degli Albizzi, Birger Touissen, Dr. Godfrey, Oscar Haug, Paul F. Sanborn, and Charles B. Hobbs volunteered services, contributing to the development of skiing in this area.

Organized ski competition, according to Lattimer,⁷ began February 21, 1921. On its original Intervale Hill, the Lake Placid Club sponsored its first ski jumping meet, attracting 3000 people. Its thirty-five meter ski jump, costing \$1,700, was reconstructed in 1927 into a 60 meter jump. Cross country skiing, on an organized basis, began on February 22, 1921, when the Lake Placid Club sponsored its first race over a four mile course, or approximately six and one-half kilometers. Today this annual event is run over an 18 and 50 kilometer course.

Foreshadowing a new ski era in the East, the second Winter Olympic Games held at St. Moritz, Switzerland, in 1928, created little notice among Eastern winter sports enthusiasts. The United States was represented by a team of thirteen. No attention whatsoever was given to their departure. The team results were negligible. However, this event abroad meant one thing

⁷George M. Lattimer, III Olympic Winter Games, Lake Placid, 1932, p. 37-39.

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About the year 1930 Lake Placid community itself became ski conscious when the Third Olympic Winter Games were awarded to Lake Placid by the International Olympic Committee. This honor was won because of an intensive campaign sponsored by the Lake Placid Club, headed by Dr. Godfrey Dewey. This capable winter sportsman presented the club's policies in Europe and at home, giving lectures to the Kiwanis Club, the Chamber of Commerce and the community. An Olympic Committee was formed and prepared its bid by collecting data during the early part of 1929. In March 1929, Dr. G. Dewey sailed for Europe, presented his bid, and a month later the Third Winter Olympic Games of 1932 were awarded to Lake Placid on its merit of being the only locality in the United States with sufficient winter sports experience.⁸ Previous to the approval of the bid, the Lake Placid Club had invested three-fourths of a million dollars in facilities accumulated over a period of twenty-five years.

"On February 4, 1932, Governor Franklin Roosevelt opened the Olympic Winter Games at Lake Placid."⁹ The majority of entries in the ski events were Scandinavians, especially in ski

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There were a few significant facts about the III Olympic Winter Games. For one thing, America had made her debut in winter sports, and although the results were negligible, skiing caught the public's fancy, and impetus was added to the sport. People, instead of remaining spectators, found a new diversion in skiing. Thus through the sponsoring of the III Olympic Winter Games at Lake Placid, a new ski era in the United States was begun.

The ski movement after 1932 created other demands. There was a need for all kinds of ski information and especially for winter sport facilities. Lake Placid responded to this need. A few years following the Olympics it became evident not only to the Lake Placid Club, but also the community at large (population of about 3000), that, if winter recreation was to be developed for permanent residents as well as for visitors, a united effort was needed. As a result the Lake Placid Ski Council was formed.¹¹ This council consisted of representatives

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from all organizations and agencies having a common interest in working for the welfare of the community in the promotion of winter sports. It was composed of ten men, each of whom represented a community agency. This council was financed by a voluntary one per cent surtax collected from patrons of hotels, inns, and boarding houses in the Lake Placid area. project is being Steps taken in the organization of the council were as follows:¹²

1. The council will be a center for dissemination of the established information.
2. The council will promote ski instruction for children.
3. The council will discuss all new projects.
4. A budget of \$1,000 was established.
5. The Central Ski School was formed for instrumental purposes.
6. The main objective of the council will be the development of facilities and services for the good of all.
7. Ski tows and shops will be left to private enterprise.

Since the founding of the council, the Trustees of the Village of Lake Placid, the Supervisor, the Board of Trustees of the Town of Elba, the Board of Education of the public schools and all the civic agencies have been thoroughly committed to the program of maintaining and developing the winter sports facilities of the Lake Placid area.

¹²Harry H. Hicks, "The Lake Placid Ski Council," American Ski Annual (Brattleboro, Vermont: Stephen Daye Press, 1945), p. 162.

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Lake Placid was occupied by more than 1,200 Army personnel during the winter months of 1944-45.

Following World War II much was accomplished in the promotion and expansion of skiing in the Lake Placid region. The most important development at the present time is the Whiteface Ski Center in the Adirondack Mountains.¹³ This ski project is being directed by the Whiteface Area Ski Council, a body of approximately 150 representative leaders of recreational skiing throughout New York State. This organization, in 1944, with the aid of Governor Thomas Dewey, amended the Public Authority Law, and authorized the development of a comprehensive ski center on Whiteface Mountain. The work is in progress at the present time and is expected to be completed during the summer of 1947. It ultimately will involve an investment of between \$1,000,000 and \$1,250,000. It is directly under the supervision of the Whiteface Mountain Authority, which also is responsible for the operation of the Whiteface Memorial Highway leading from Wilmington, New York, to the base of Whiteface Mountain.

Expert engineers and architects are being employed by the State Department of Public Works. In the construction of this ski area two great ski technicians, Hannes Schneider and Otto Schniebs planned all the trails. When complete, this project will be one of the most extensive ski areas in New York,

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3. The Hanover, New Hampshire Region

The contribution made by the Dartmouth Outing Club and its Winter Carnival toward the development of skiing began to be felt after 1920, although the progress was slow because the public had yet to learn the full scope of this sport.

Skiing activity at Dartmouth, except for intercollegiate competition among a few eastern colleges, was operated on an informal intramural basis. It included mostly ski jumping and cross country runs. In conjunction with the promotion of these ski events, the physical education department, through the aid of the Dartmouth Outing Club added snowshoeing and tobogganing to its winter sports program. These winter activities became part of the required physical education program for all Freshmen. Instruction was furnished for each sport.¹⁴ With the arrival, in 1923, of ski coach Anton A. Diettrich, a German pupil of Zdarsky, professional ski instruction was given to Dartmouth skiers.¹⁵ A winter sports program became part of the regular work of the college under the direction of the Outdoor Activities Committee of the Dartmouth Outing Club. Its objectives were twofold:¹⁶

¹⁴-----, "Winter Sports a Part of the Curriculum at Dartmouth College," Playground (February, 1922), 15:687.

¹⁵Charles M. Dudley, "Early American Skiing," 60 Centuries of Skiing (Brattleboro, Vermont: Stephen Daye Press, 1935) p. 60.

¹⁶Ibid., p. 687.

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2. Charles M. Dudley, "Early American Skiing," 60 Centuries
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18 Ibid., p. 287.

1. To furnish an opportunity for men to gain necessary proficiency to enjoy the natural advantages of Dartmouth's location as it affects winter sports, and to intensify the keen enjoyment which comes with a realization of ability and skill in any line of physical endeavor.
2. To furnish an opportunity to gain proficiency in outdoor sports with the end in view of participating in intercollege competition.

More interesting facts in regard to the physical education program are:

1. Courses in skiing were graded A, B, C.
2. Instruction included straight running and control and the execution of turns.
3. Ski jumping was also taught.

This winter sports program did much to promote skiing in the Hanover region. It furnished an opportunity for the student body to learn skiing en masse. Interest in winter sports grew, not only among the personnel of the college, but also throughout the community.

The Dartmouth Winter Carnival gained prominence primarily because it eliminated the old idea that skiing was for the few. Through its yearly program, especially in the 1920's, it helped to popularize winter sports. One of its many contributions was the changing of the styles of women's dress for winter. On sending out invitations, the Dartmouth Outing Club suggested that its women guests would be happier and more comfortable in the Northland if they were to dress properly for the occasion.¹⁷

¹⁷John L. Garrison, op. cit., p. 166.

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The Dartmouth Winter Carnival, also through its winter carnival, catered to juvenile desires by conducting a "Kids' Carnival," a duplication of the Dartmouth Carnival. Youngsters of all ages were allowed to participate. Events included a 100 yard dash on skis and a cross country jaunt of one mile. For boys and girls under seven years of age, a 50 yard dash downhill was sponsored.¹⁸

During the time the Dartmouth Winter Carnival was winning new supporters, intercollegiate ski competition had its beginning. The Intercollegiate Ski Association was founded in 1913.¹⁹ Dartmouth College, as one of the charter members, aided in the reorganization of this association in 1923, resulting in the formation of the Intercollegiate Winter Sports Union.²⁰ Within a few years ski competition between eastern colleges increased. Charles A. Proctor, a professor at Dartmouth College, spirited this movement by persuading two members of the Intercollegiate Winter Sports Union, New Hampshire and McGill, to try the slalom during a ski meet in 1925.²¹ The word "slalom" comes from two Norwegian words. The first syllable "sla" was derived from the word "to strike," while the second syllable "lom" comes from the word "trail or track." The full meaning is to

¹⁸R. B. Chamberlin, "Kid Carnival at Hanover, N. H.," Playground (February, 1923), 16:564.

¹⁹Frank Elkins, "History of the International Ski Union," The Complete Ski Guide (New York: Doubleday, Doran & Company Inc. 1940), p. 101.

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Downhill skiing made its appearance in the Hanover region soon after the introduction of slalom skiing in the East.

During the winter of 1926-27 at times when snowfall was below normal, Dartmouth students would congregate at Ski Coach Anton Dietrich's lodging and listen to the Coach's tales on Army ski races in Europe.²² From these discussions originated the idea that started downhill racing in America. Winter Olympic Team.

Preparations were made to run the first downhill race on Moosilauke Mountain, New Hampshire, in February, 1927. Professor Murch and Charles A. Proctor devised a timing system for the occasion. This system, although somewhat revised, is used today. Town Election Day, Tuesday, March 8, 1927, was set for the date of the race, with seventeen entries. An assortment of foreign waxes were used for the first time in the Hanover region in this meet. Many flaws appeared during the race. The Norwegian Klister wax collected excess snow, falls were many and turns were poorly executed, but regardless of the newness of the race, no injuries occurred. The first eight men to cross the finish line were:²³ Charles N. Proctor, son of Professor Charles A. Proctor, first; George K. Sanborn, second; Kenneth D. Cuddleback, third; H. H. Leich, fourth; S. H. Jones, fifth; L. A. Kenny, Jr., sixth; R. S. Monahan, seventh; and W. D.

²²Kenneth D. Cuddleback, "The First American Downhill Race," American Ski Annual (Brattleboro, Vermont: Stephen Daye Press, 1941), pp. 26-30.

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The year following the first downhill race in America, the United States entered its first winter sports team in international ski competition. Dartmouth College also took part in this venture. It selected Charles N. Proctor, one of its top skiers, to be a member of the 1928 U. S. Winter Olympic Team. Proctor, with a group of twelve others, represented the United States at the Second Winter Olympic Games at St. Moritz, Switzerland. Proctor's experience with the U. S. Olympic Team gave evidence that skiers in the United States needed more and better ski instruction, better facilities and proper equipment.

Dartmouth College satisfied one of her needs for better ski instruction in the year following 1930. Otto Schneibs, a renowned Austrian skier came to Boston in 1929, and later took up the post of Dartmouth ski coach in 1930.²⁴ His five years' reign at Dartmouth College from 1930 to 1935 proved to be one of the most important assets to the institution's winter sports program and to American skiing enthusiasts as well.²⁵ He was the first person to introduce the famous Arlberg Technique in its entirety to Dartmouth skiers and to the American public. Through his skillful instructions he gradually

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Otto Schniebs' efforts produced good results in his first five years as ski coach at Dartmouth College. From 1930 to 1935, in the Intercollegiate Winter Sports Union Championships and the Intercollegiate Ski Union Championships,²⁶ the Dartmouth Ski Team placed first each year except 1930. Even after 1935, its ski teams won consecutively up to 1940, with a clean sweep in every event in the year 1938. Those persons who aided the cause included such well-known Dartmouth skiers as Dick Durrance, T. D. Mann, Robert Denton, R. L. Emmerson, Henry S. Woods and E. H. Hunter, Jr.²⁷ After 1935, under the youthful Swiss ski coach, Walter Prager, such names as Edward B. Meservey, Howard Chivers, John Litchfield, Warren Chivers, David Bradley, Percy Rideout, Bradford Washburn, Bob Skinner, Charles McLane, Philip Puchner and Colin Stewart made their appearance in ski circles, records and the ski literature.

The combined efforts of these two ski coaches, Schniebs and Prager, from 1930 to 1946, sold skiing to the entire community of Hanover, New Hampshire, to New England, as well as to the American public. To this day their names, besides the star

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37 Frank Elkins, op. cit., pp. 224-226.

skiers they coached, appear primarily in ski books, ski developments, ski schools and other endeavors related to skiing.

In 1931 Dartmouth College again had a hand in one of the most important movements in the history of Eastern skiing. Carl Shumway, Dartmouth '13, and Park Carpenter, one time student-teacher at Dartmouth and leader of the Appalachian Mountain ski group,²⁸ were instrumental, co-operating with the Boston & Maine Railroad, in establishing the first "snow" train. This undertaking eventually afforded the general public a means of transportation to and from ski areas throughout New England.

The installation of the Dartmouth Outing Club's first ski tramway on Oak Hill in 1935 was another event that did much toward the promotion of skiing in the Hanover region and elsewhere.²⁹ Its benefits were far reaching, for it increased participation and popularity in skiing at Hanover about 100% in a year's time. It increased the average skier's run per day to about 7,600 feet of downhill skiing. The tramway resembled an inverted J-stick attached to an overhead cable. The skier leaned against the curved-formed seat and was pulled up the hill. This ski conveyance and other types invented shortly after did much to popularize skiing in the East and, in general,

²⁸Charles M. Dudley, op. cit., p. 62.

²⁹-----, "That Ski Tramway at Dartmouth," American Ski Annual (Bellows Falls, Vermont: Belknap Press, Inc., 1936), p. 158.

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The community of Hanover, New Hampshire, alert to the ski development which was taking place through the efforts of the Dartmouth Outing Club and its Winter Carnival, responded to this winter sports program. In 1936 the children of the community had their first chance at an organized program of skiing.³⁰

Ford and Peggy Sayre of Hanover, seeing the need for proper ski equipment and ski instruction, established the Children's Ski School of Hanover, New Hampshire.

The objectives of the school were to teach the fundamentals of skiing to children around Hanover, besides furnishing equipment for the less fortunate youngsters who were unable to participate in skiing because of the initial expense of equipment. In 1944 the Ford Sayre Memorial Ski School was founded in honor of Ford Sayre, who was killed in the service in World War II. This school not only caters to the children of Hanover, but it also takes care of the two neighboring communities of Etna, New Hampshire, and Norwich, Vermont. The services of the school are free to children. The good results of such a program are understandable in that skiing has a carry-over value and, satisfying the desires of the younger generation, will tend to enable older folks to more fully enjoy this sport.

In the development of skiing in the Hanover region since 1920, numerous other events of minor importance could be cited,

³⁰John L. Garrison, op. cit., p. 160.

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but those recorded in these pages are the major highlights of this ski movement. The Dartmouth Outing Club and its Winter Carnival, through the efforts of alumni members, ski coaches, ski stars, community folks and others, aided in the healthy growth and development of skiing in the East and in the United States.

The following persons contributed greatly to the progress of skiing in the East: Fred H. Harris, early organizer of the ski movement at Dartmouth College; Charles A. Proctor, professor at Dartmouth and promoter of many phases of the program; Anton A. Diettrich, Dartmouth's ski coach in the early 1920's; Charles N. Proctor, son of Professor Charles A. Proctor, member of the 1928 U. S. Olympic Ski Team; Otto Schniebs, famous ski coach at Dartmouth College from 1930 to 1935, as well as a ski trail designer, ski expert and author of the much quoted statement, "Skiing is not merely a sport; it is a way of life!"; Walter Prager, brilliant Swiss Ski Champion and ski coach at Dartmouth from 1936 to 1947; besides all the many ski stars who helped to and still are promoting skiing; plus Carl Shumway and Park Carpenter, promoters of the first ski train in conjunction with the Boston & Maine Railroad in New England; the Sayers, founders of the Hanover Ski School for Children; and the countless people of the Hanover region; they all contributed to the promotion of skiing in the Hanover region, and indirectly aided the progress of this sport in the United States.

D. G. Cooke, "Skiing in Private Schools," American Ski Journal, 1945, p. 123.

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4. Skiing in Private Schools

The promotion of juvenile skiing in the 1920's found a natural outlet in eastern private schools. These institutions, through their liberal education, gave this sport a prominent place in their physical education programs. By enabling youth to learn the fundamentals of this sport early in life, the private schools contributed their part in the progress of skiing.

Skiing first made its appearance at Cushing Academy at Ashburnham, Massachusetts, in the year 1920 under the influence of L. Clyde Cook, Dartmouth '12.³¹ As a member of the faculty, he helped to form the Cushing Outing Club in 1920 and the following year the school held its first winter carnival. Extending over a three day period, the Cushing Academy Ski Carnival ran consecutively for fifteen years, attracting some two hundred competitors from private and public schools.

The Academy produced a number of stars through its skiing program, the names of whom have become well known in skiing circles today. A few of them are:³² Thomas Farwell--'22, former captain of the Dartmouth team and now one of the best ski jumping judges in the country; Edward Blood--'29, a member of two Olympic Teams and today varsity ski coach at the University

³¹ Wayne Davis, "Skiing in Private Schools," American Ski Annual (Bellows Falls, Vermont: Belknap Press Inc., 1935-36), p. 94.

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³¹ Wayne Davis, "Skiing in Private Schools," American Ski Annual (Belmont Falls, Vermont: Belknap Press Inc., 1933-34), p. 34.
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of New Hampshire; Walter Mirey--'33, an intercollegiate jumping champion and captain of the University of New Hampshire ski team; Percy Rideout--'36, a holder of several intercollegiate ski titles, later a varsity coach at Dartmouth College; James Page--'37, varsity ski coach at Dartmouth; and Francis Appleton, star skier and member of the Bowdoin ski team.

Paralleling the development of skiing at Cushing Academy in the early 1920's was another private institution which felt that skiing, as a winter sports activity, was beneficial to members of the school. Eaglebrook School, established in 1922, at Deerfield, Massachusetts,³³ first carried on skiing under the influence of its founder, Howard B. Gibbs. Later on in 1928 this winter sport was included in the school's physical education program under the direction of Roger F. Langley, who today is the president of the National Ski Association. Since 1934 Douglas E. Mann, athletic director at Eaglebrook and one of the leading ski instructors in the Northwest, has turned out many proficient skiers from the academy. Through his efforts and the efforts of others, many of the problems of operating a school ski program have been solved. To this elementary school, much credit should be given for promoting skiing in the East.

St. Johnsbury Academy in Vermont showed an interest in skiing in 1923. From a program that included only ski dashes

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at its first winter carnival, it today ranks skiing as a varsity sport, awarding letters to boys accumulating a required aggregate of points in interscholastic competition.

Among the preparatory schools, Hebron Academy in Maine deserves credit for fostering skiing.³⁴ Skiing had no organization and direction until the arrival of Harry Davis. He organized an outing club and ski team in 1925. Ski jumps and cross country trails were constructed through his influence and with its winter carnival and interschool meets, skiing gained prominence at Hebron Academy. It became a permanent part of the Academy's winter sports program.

Skiing grew rapidly at New Hampton School in New Hampton, New Hampshire, after a program of reorganization was undertaken by Fredrick Smith in 1925.³⁵ Ski activities were conducted through its outing club, sponsored by Assistant Headmaster Maurice P. Smith. Downhill trails were laid out and a new ski jump was built in 1935. Today, before leaving the institution the majority of students know how to ski.

Norwood, a secondary school adjacent to the Lake Placid Club of New York, has occupied one of the most prominent positions of any preparatory school in the East with its skiing program. Every individual in the school, including the head-

³⁴Ibid., p. 95.

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³⁴ Ibid., p. 92.

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master, skis as a natural outlet for winter activity. Ski equipment,--boots, skis, harnesses, poles and uniforms are supplied to all boys not already provided. When the skiing season arrives, the boys are grouped into three classes: beginners, intermediates and advanced skiers. The advanced students are given the freedom of the trails, and the second group of boys are limited in their ski activities until they have passed their proficiency tests. The beginners are given a scheduled course of ski instruction. A majority of the boys are able to master the trails and jumps near the school when their training has been completed.

The ski program is operated on an intramural basis, although competition is held with Eaglebrook School each year, boys sixteen years of age or under being qualified to participate. The awarding of letters to the most proficient skiers is a policy of the school. Norwood School has, as a result of its excellent program in skiing and its competent Norwegian ski coach, Erling Strom, produced many ski stars.³⁶ Tom Davis, a one-time member of the Dartmouth ski team, and Donald and Stanley Ogilvy, Williams skiers, are included in the list.

During the 1930's more private schools acquired the spirit of skiing. Schools where the environment was ideal for winter activities readily adopted this sport. One of these institutions

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was Mt. Hermon School at Northfield, Massachusetts. This school held its first winter carnival on Founder's Day on February 5, 1930. Later it obtained the frequent services of Strand Michelson, a ski jumping champion, and Payson Newton, who gave ski instructions. Axel B. Forslund, physical education director, also promoted skiing at the school by laying out two ski trails. Mt. Hermon, like other private schools, made its contribution to the ski movement.

The following year, in 1933, skiing interest was revived at Vermont Academy by Homer Gregory, Dartmouth '34, while at Hotchkiss School in Connecticut, during the same year, a ski jump was built and ski trails were laid out. Interest and enthusiasm in skiing in these two schools developed rapidly, whereas formerly, this sport had been only an informal part of the institution's winter programs.

Clark School, another private school in Hanover, New Hampshire, adopted skiing in its program under the influence of Dartmouth College. It is easily understood why this winter sport was a "way of life" for all individuals living in the Hanover region.

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5. The Franconia, N. H. Region

Skiing in the Franconia area began in the early 1920's, becoming active in the winter of 1929-30.* During this season Pecketts-on-Sugar Hill kept its doors opened to winter guests for the first time in its thirty years of operation. As a result of a trip to Switzerland and the Tyrolean Alps, Katherine Peckett came home with the idea of establishing a winter sports program at her father's 700-acre estate.

Her plan was put into operation, and in 1931 the first ski school in the United States was organized. This school was patterned after Tyrolean Ski Schools of Austria. A genuine ski meister, Sig Buchmayer, was employed to teach skiing. Four years later Pecketts ski school had a staff of five skiing experts, directed by Harold Paumgarten.³⁷

Roland Peabody, a native of Franconia, N. H., through the influence of the Pecketts, formed the Franconia Ski School in 1932. This is believed to be the second ski school to be founded in the United States. He also had European instructors and some of the time he, himself, assisted in teaching.

Influenced by these two developments, skiing gradually

*Letter received from Roland E. Peabody, Managing Director of the Aerial Tramway Commission, Franconia, N. H., Jan. 22, 1947.

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made headway in the Franconia area. In 1932 there were approximately six inns open during the winter months, but there were no tows of any kind in operation. Construction of the Richard Taft ski trail was begun in the summer of 1932. In 1933 and 1934 the Civilian Conservation Corps came to the aid of the ski development on Cannon Mountain, and the Taft trail was completed. The Coppermine trail was also started at the same time. The Franconia Ski Club erected a rope tow on the Forest Hills slopes during the winter of 1934. A 1200-foot tow was installed by Paul Dickerson on Sugar Hill during the winter of 1935-36.

Ski activity increased in the Franconia region from 1931 to 1936. During this period a campaign was started for the erection of an aerial tramway in the East. The following reference in relation to this project was made in the New York

Times:³⁸

Concord, New Hampshire, August 22, 1934
Human ingenuity bids fair to take all the drudgery out of skiing and leaves nothing but thrills. The feasibility of an aerial tramway on one of the White Mountains for accommodation of skiers will be discussed at a hearing at the New Hampshire State House tomorrow. A further inquiry is promised by a committee named by Governor J. G. Winant.

Alex H. Bright,³⁹ a Boston stock broker and a former Federation Internationale de Ski competitor, was the leading figure

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Construction on the Cannon Mountain, N. H. project was begun by the American Steel and Wire Company of Worcester, Massachusetts, in the fall of 1937. The project was completed and opened to the public in June, 1938.

The Franconia Aerial Tramway had carried 200,000 passengers in its first year ending June 29, 1939.⁴⁰ Of these 200,000 passengers,⁴¹ 36,582 of them rode it during the first winter, while during the 1940-41 season nearly 60,000 skiers used the tramway.

Since 1938 the Cannon Mountain Ravine and Hardscrabble trails have been cleared. In addition, an Alpine Ski Lift has been erected at the summit of Cannon Mountain. Included in this expansion has been the installation of a 700-foot rope tow on a large open practice slope near the Valley Station.

Skiing made its way into the Franconia area through the efforts of the following people:

The Pecketts founded the first ski school in the United States.

⁴⁰ Roger F. Langley, "The Present Status of Skiing in America," American Ski Annual, 1939-40, pp. 9-13.

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The late Donald Tuttle, Dartmouth, Class of 1900, as one-time head of the New Hampshire State Planning and Developing Commission, brought publicity to the sport of skiing.

These people and others made their worthy contribution to the growth and development of skiing in this area.

6. The Mt. Mansfield, Vermont Region

The discovery of Mt. Mansfield as a skiing area came in 1932, when members of the Amateur Ski Club of New York, under the guidance of Roland Palmedo, explored the Stowe, Vermont region for skiing possibilities.⁴²

Before this time, the only other activity on Mt. Mansfield in relation to the development of skiing was undertaken by a University of Vermont graduate, Charles Lord.⁴³ According to

⁴²Herbert Brucker, and others, "The First Decade of the Amateur Ski Club of New York," Ten Winters (New York: Amateur Ski Club, 1942), p. 11.

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Garrison, "Lord laid out many of the ski trails now existing on Mt. Mansfield as far back as 1930." He also assisted in forming the Mt. Mansfield Ski Club in 1933.

The actual development of the Stowe area centered around the financial aid given by the Amateur Ski Club of New York and the manual work done by the Civilian Conservation Corps. The former organization, as a result of a report made to them by Roland Palmedo on the possibilities that Mt. Mansfield could be developed into a skiing area, backed the idea by raising funds for the construction and maintenance of trails. Skiers first used the old Toll Road, built in 1932, for a ski trail, beside using open hills and unplowed highways. Later in 1935 the Civilian Conservation Corps helped to construct some forty miles of trails on Mt. Mansfield, trails designed especially for skiing. The C. C. C. also constructed the Ski Dorm in Smuggler's Notch, first used by the Vermont Forest Service. During the 1946-47 winter season the dorm was leased to the American Youth Hostel Inc. for low-cost accommodations for skiers. This dorm provided bunk room for twenty-two boys and twenty girls, with cooking facilities available.

A further significant step toward the growth of the Mt. Mansfield area was the founding of the Stowe Ski School in December, 1935.⁴⁴ Sepp Ruschp, an experienced Austrian ski

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One of the most important and beneficial events to help recreational skiing took place at Mt. Mansfield in 1932. The Mt. Mansfield Ski Patrol was organized for the welfare of skiers, and although its early program lacked co-ordination, out of it grew the foundation of the National Ski Patrol.

Keeping pace with the ski development, co-owners of the Mt. Mansfield area had constructed, just before World War II, one of the longest and highest aerial chair lifts in the United States. This \$100,000 chair lift, according to Elkins,⁴⁵ consists of "eighty-six individual chairs, spaced at intervals of 147 feet, suspended from a cable supported by twenty-three steel towers and two terminals. Moving at a speed of 500 feet a minute, the lift has a capacity of 200 riders an hour in each direction. It runs from the foot of the Nose Dive Trail to the Stowe House, near the top. The tow is the largest of its kind

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in the country, rising 2030 feet and having a horizontal length of 6330 feet."

The Stowe, Vermont region has progressed rapidly as a ski area within the past decade. While the 1936 Ski Annual listed accommodations for only 200 skiers, today this district can comfortably care for 2000. The 1947 edition of The Skier's Guide to New England⁴⁶ listed twenty-four ski trails, while in 1936 the number of official trails could be counted on one hand. Thus, in its brief history, the Stowe, Vermont region has developed into one of New England's most prominent ski areas.

7. The Eastern Slopes Region

Of the many persons associated with the development of the Eastern Slopes Region, the following have been noteworthy for their contributions, namely: Carroll Reed, Benno Rybizka, Harvey Gibson and Hannes Schneider.

The exact year when skiing began to be recognized in the Eastern Slopes area is doubtful, but evidence would place the date about 1934.⁴⁷ The factor that initiated the rise of skiing in this area was more than likely an incident which occurred to Carroll Reed. Ski instruction was nil then, although it was greatly needed. As Garrison stated,⁴⁸ "at that time skiing for

⁴⁶The Skier's Guide to New England, (Boston: Recreational Development Committee, The New England Council, 8th revised edition, 1947), p. 18.

⁴⁷J. F. Coggsell, "Poor Man's Snow Heaven," Saturday Evening Post (March 15, 1941), 213:18-19.

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The Snows, Vermont region has progressed rapidly as a ski area within the past decade. While the 1938 SKI Annual listed accommodations for only 200 skiers, today this district can comfortably care for 2000. The 1947 edition of The Skier's Guide to New England⁴⁶ listed twenty-four ski trails, while in 1958 the number of official trails could be counted on one hand. Thus, in its brief history, the Snows, Vermont region has developed into one of New England's most prominent ski areas.

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the great majority was a schuss, a fall, another schuss, another fall, all the way down a slope or trail."

Equipment lacked the proper design and the turns were non-adaptable to existing ski terrain. Little wonder that, during a ski trip, Carroll Reed succumbed to a ski accident. As a result of his mishap Reed campaigned for low-cost ski instruction. Through a community levied tax, \$1000 was raised, which financed bringing Benno Rybizka to the United States in 1936.⁴⁹ Benno was the first Tyrolean ski instructor to make his appearance in the Eastern Slopes Area. He was one of the first exponents of the Hannes Schneider technique in this country, founding the first Hannes Schneider Ski School in America. With the aid of local skiers, whom he trained in the fundamentals of the Arlberg technique, 5000 lessons were given the first year.

The following year, Franz Koessler, a student of the Arlberg technique and one-time skiing instructor at the Hannes Schneider Ski School at St. Anton in Austria, came to North Conway. He became director of the Jackson branch of the Schneider Ski School, a position he held up to World War II.

Toni Matt and Otto Tschol arrived in the United States in 1938. A year later the famous ski meister Hannes Schneider settled in the North Conway area.

Too much emphasis and importance cannot be placed on the arrival of professional ski instruction in the United States.

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Too much emphasis and importance cannot be placed on the arrival of professional ski instruction in the United States.

Prior to 1931, learning how to ski was a trial and error procedure, and as a result the skier knew little about the techniques of controlled skiing.

Carroll Reed, by introducing qualified ski instruction, brought a systematized method within the reach of all who wished to learn how to ski. Thus skiing instruction, when properly administered and followed by the average skier, can result in a certain degree of control accompanying a given amount of speed. Public participation in skiing greatly increased after the arrival of ski instructors in the United States.

Harvey Gibson, a well-known New York banker and native son of North Conway, was associated with skiing activity in the Eastern Slopes Area after 1938. Gibson's love for the sport and for his home town prompted him to buy Cranmore Mountain and the Eastern Slopes Inn. With these facilities he set to work to develop a ski center. On Cranmore Mountain he had cleared fifty miles of ski trails. Through the ingenuity of George Morton of Jackson, a \$125,000 skimobile was built, the only one of its kind in the United States. In appearance the skimobile resembles a roller-coaster.⁵⁰ It is composed of red, blue and green metal cars and runs on a wooden track, being attached to an endless cable. Each car holds one skier and his skis. Its load capacity per hour is 600 skiers.

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The preliminaries of this ski development were completed in the fall of 1938. A year later the climax of this entire enterprise came with the arrival of Hannes Schneider, famed ski meister.

The North Conway project began to prosper from the day it was completed. During its first year the Gibson Ski School gave 6,000 lessons. The next season 10,000 skiers were taught the fundamentals of the Arlberg technique. This figure soared to 20,000 in 1940.⁵¹ The sport of skiing, as a result of the high degree of success of Gibson's enterprise, received great impetus in the Eastern Slopes area.⁵²

This account of the development of skiing in the Eastern Slopes area would be incomplete if mention was not made of its famous ski meister.

Hannes Schneider was born June 24, 1890, in a small peasant village of Stuben, Austria, near the Tyrolean border. His ability in mastering a pair of skis came at the early age of eight. By 1904 he was a proficient ski runner. Three years later he began teaching at the Hotel Post in St. Anton am Arlberg. It was here that he developed his now famous technique. Schneider evolved his ski technique through a series of skiing experiences. He found that using an upright position in ski running caused continual falls. This prompted him to use a

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51 J. F. Goggawell, op. cit., pp. 18-19.

52 Ibid., pp. 18-19.

crouch in his skiing. Later, along with this crouch, he adapted the "snow plow" turn, which was followed by the "stem turn," and eventually the "stem christie." The combination of these movements in proper order enabled Schneider to form his Arlberg technique.

Attending the Swiss National Championships in 1910 he convinced European people of the merits of his improved style. By entering this meet on a non-competitive basis he proved to the skiing world the value of his Arlberg technique by winning first place in the slalom and jumping events.

In World War I he taught skiing to the Austrian Mountain troops, and at its end, he started his own ski school. In 1920 Schneider was recognized as one of the best ski instructors in central Europe. From 1920 to 1936 his yearly teaching load averaged 3000 pupils, which included Europe's royalty. Besides his duties as ski instructor, he took part in the production of several movies: "Ski Chase," produced in 1931; "Wonder of Skiing" and "Fox Chase in Engadine," made in 1920-21-22.

In the 1930's the Japanese Government employed Hannes for the sum of \$10,000 and the honor of teaching its army officers the fundamentals of skiing.

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Madison Square Garden in New York. His last trip to the United States was made in 1939, when, through the efforts of Harvey Gibson and ten months of negotiation with the Nazis, Schneider and his family were released, and on February 11, 1939, they arrived at North Conway. Since that time the ski meister has taught his Arlberg technique to thousands of eager-minded skiers throughout the United States.⁵³

A new cafeteria was constructed at North Conway after World War II. This helped to meet the needs of skiers for quick lunches between runs. The cafeteria, seating 250 people, was erected to the left of the skimobile base station and the terrace club. The latter building became lounging quarters for members and guests.

Night skiing also became part of the program. The lower half of the Cranmore Mountain can be flood-lighted, permitting the skiers to use the spacious open slopes at night. The skimobile, managed by Philip Robertson, operates on Thursday, Friday and Saturday nights from 7:30 to 10:30 p. m.

Twenty-four new lodging places were opened in North Conway and vicinity during the 1946-47 season, accommodating approximately 300 more skiers.⁵⁴

A further benefit was announced by George Lomas, president

⁵³Gordon Hollant, "Hannes Schneider, Forty Years a Ski-meister," Eastern Slope Regionnaire (North Conway, N. H., Eastern Slope Region, Inc., 1946), p. 7.

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⁵⁴ Editorial in the Ski Sheet (Walsham, Mass.), December 31,
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of the Eastern Slope Region Association. Free ski instruction along with the use of the skimobile has been extended to the children living in the area. In the juvenile program arrangements have been made for competition for children of various age groups.

During the 1946-47 ski season the Hannes Schneider Eastern Slope Ski School had fifteen experienced teachers on its staff. Regular instructors were:⁵⁵ Tony Matt, Herbert Schneider, Herm Ostermeir, Arthur Callan, Johnny McLallen, Francis Savard, Otto Tschol, Bob Berkley, Squally Sanders, Milt Porter, Fred Hartwill, Bill Clapp and Tom Dionne. Cranmore Mountain now has fourteen different trails dotting its side, the majority being fully used during a busy winter season.

The Eastern Slopes Region not only includes North Conway, but Conway, Jackson, Bartlett, Kearsarge, Glen, Intervale, and Pinkham Notch as well. North Conway set the style to a large degree, for these nearby ski areas.

The Jackson area had an earlier history of skiing than did the North Conway region. Ski activity was fostered by Carroll Reed under the guidance of Charles N. Proctor of Dartmouth in the early 1930's.

Proctor stated, "There are the hills and the hotels; everything points to its being a natural right from the beginning."⁵⁶

⁵⁵Ibid., Ski Sheet, December 31, 1946.

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In 1936 Jackson was the setting for the first Hannes Schneider Ski School in America. Benno Rybizka, once a student of Schneider, was made director of skiing at the school located on Whitney's Slope.⁵⁷

Listed in the Skier's Guide to New England in 1947,⁵⁸ the Jackson area had seventeen ski trails, with some having flood-light arrangement for night skiing. Rightfully, however, Jackson is noted for its cross country trails.

Further north looms Mt. Washington, home of Pinkham Notch, the Appalachian Mountain Club Hut, Joe Dodge and Tuckerman Ravine. This ski area is government administered, the White Mountains being a part of the National Forest.

The majority of ski activity in this locality centers around Tuckerman Ravine and the Appalachian Mountain Club Hut. Joe Dodge, in the estimation of the skier, is one of the best known persons of this region. Since 1928 he has been manager of the chain of A. M. C. huts throughout the White Mountains.

The skiing public did not make its entrance in this area until the year 1934, with a few exceptions of small party excursions such as the Dartmouth Outing Club in 1911-12 and

⁵⁷ John L. Garrison, op. cit., p. 271.

⁵⁸ The New England Council, The Skier's Guide to New England, 8th Revised Edition, Recreational Development Committee, Boston, Mass., 1947.

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1913. Skiing became active in the Pinkham Notch area after 1934. The demand for accommodations increased rapidly and new facilities were made available for both summer and winter visitors.⁵⁹

Tuckerman Ravine is unique in itself. The skiing season is one of the longest in New England, extending from December to the latter part of May. As a skiing area it has seven ski trails, the Tuckerman Ravine trail being an outstanding one.

In 1933 the Inferno Race was instituted. This course extends from the summit of Mt. Washington to the Appalachian Mountain Club Hut. Nine skiers entered the first race while 200 people watched.⁶⁰ A remarkable feat was accomplished in 1939 during the Third Inferno Race. Toni Matt, an Austrian skier, ran it "straight down." This course measures 3.8 miles long with a vertical drop of 4,300 feet. His time for the course was six minutes, twenty-nine and four tenths seconds.⁶¹

Pinkham Notch is noteworthy to the skiing public as a spring skiing area. Its sheer, rugged terrain, an outlet for "break-neck" skiing, makes it a rare attraction to countless thousands of people who cover its slopes. Citing one indication of the popularity of this area during the spring months,

⁵⁹Joe Dodge, "The A. M. C. Huts," Eastern Slope Regionnaire (North Conway, N. H., Eastern Slope Inc., 1942-43), p. 9.

⁶⁰Gwendoline Keene, "Spring Skiing in Tuckerman," Christian Science Monitor Magazine, Boston, Mass., March 22, 1941, p. 11.

⁶¹-----, "Record Buster," Eastern Slope Regionnaire (North Conway, N. H., Eastern Slopes Inc., 1942), p. 19.

1913. Skiing became active in the Flathead Park area after 1934. The demand for accommodations increased rapidly and new facilities were made available for both summer and winter visitors.⁵⁹

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In 1933 the Inferno Race was instituted. This course extends from the summit of Mt. Washington to the Appalachian Mountain Club Hut. Nine skiers entered the first race while 300 people watched.⁶⁰ A remarkable feat was accomplished in 1938 during the Third Inferno Race. Tom Watt, an American skier, ran it "straight down." This course measures 3.8 miles long with a vertical drop of 4,300 feet. His time for the

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⁶⁰ Geographical Names, "Spring Skiing in Tuckerman," Geographical Names Magazine, Boston, Mass., March 22, 1931, p. 11.
⁶¹ "Record Breaker," Western Slope Region (North Conway, N. H., Eastern Slope Inc., 1933), p. 13.

the 1939-40 season witnessed 20,000 skiers thronging over the slopes of Mt. Washington.⁶²

To the development of skiing in the East, due credit should be given to the Eastern Slopes Region for its many important contributions made to the progress of this sport. It has become, through the past two decades, one of the better known and popular ski areas in New England.

8. The Manchester, Vermont Region

Located in the southwest portion of Vermont in the Green Mountains are two ski areas, the Big Bromley Project, owned and operated by Fred Pabst, Jr., and the \$100,000 Snow Valley enterprise conducted by the Rathes.

Development of the Big Bromley project commenced in 1936-37. Under the direction of its founder, a J-stick lift was installed on Mt. Aeolus in East Dorset, Vermont. During this first year the Manchester Inn was taken over and operated on a lease basis. This was the first hotel for skiers opened in the winter time in the Manchester area. Because of the lack of snow the following year the East Dorset project was discontinued and work was commenced in a new area at the foot of Mt. Bromley, elevation 3260 feet.

During the season of 1938-39, in this new area called Little Bromley, a rope tow was constructed. This operation

⁶² John L. Garrison, op. cit., p. 279.

The 1939-40 season witnessed 30,000 skiers thronging over the slopes of Mt. Washington.

To the development of skiing in the East, due credit should be given to the Eastern Slopes Region for its many important contributions made to the progress of this sport. It has become, through the past two decades, one of the better known and popular ski areas in New England.

8. The Manchester, Vermont Region

Located in the southernmost portion of Vermont in the Green Mountains are two ski areas, the Big Bromley Project, owned and operated by Fred Padat, Jr., and the \$100,000 Snow Valley enterprise conducted by the Rathas.

Development of the Big Bromley project commenced in 1936-37. Under the direction of its founder, a 4-wheel lift was installed on Mt. Ascutaw in East Dorset, Vermont. During this first year the Manchester Inn was taken over and operated on a lease basis. This was the first hotel for skiers opened in the winter time in the Manchester area. Because of the lack of snow the following year the East Dorset project was discontinued and work was commenced in a new area at the foot of Mt. Bromley, elevation 3260 feet.

During the season of 1937-38, in this new area called Little Bromley, a rope tow was constructed. This operation

was fairly successful. The Bromley House stayed open during this winter and handled 90 guests.

In 1939-40 a 2,000-foot rope tow was added to a plot of land known as the West Meadow. This operation was rather unsuccessful because of a half mile walk to the foot of the tow. The next year saw little change in Pabst's project.

Property at the foot of Big Bromley Mountain was purchased during the fall of 1941-42, and the Mt. Aeolus tow was installed in this area. Use was also made of the East Meadow as a ski slope for novice and intermediate skiers. Two ski trails, the lower Twister and the lower Corkscrew, were cleared for use.

During the season of 1942-43 an upper extension was added to the lower lift which ran from the base station between the East and West Meadows up to an elevation approximately 2,000 feet. This additional lift enabled the skier to go to the top of Big Bromley. The upper Twister and the upper Corkscrew were completed this same season, and the Shincracker trail was cleared. It extended from the top of the mountain all the way down to the base. A setback came on January 2, 1943, when the new shelter burned down at five o'clock in the morning, the day it was to be opened to the public.

The next year the Ridge, Yodeler, Avalanche and the Blue Ribbon trails were made. A new shelter was also built. It should be kept in mind that as this ski project developed

was fairly successful. The Browley House stayed open during this winter and handled 80 guests.

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more, hotels stayed open because of the increased demand for accommodations by winter visitors. Today all but the Equinox Hotel--which is not equipped to be open in the winter--are operating, to accommodate skier guests. Tourist homes and a few homesteads, farms and private residences have been purchased and made into ski lodges. Such a place called Wiley's, two years ago could take only eight guests. With the increased demand, they can now accommodate twenty-eight guests.

In 1944-45 a third lift was installed. It runs into the foot of the Snow Bowl in an easterly direction starting from the junction point of the first and second lift elevation approximately 2,000 feet. For that season the Pabst Peril and the Pushover trails were cleared. This year gave its owner a clue as to what volume he might expect in the way of traffic over the trails.

As the facilities at Big Bromley justified the operation of a real ski school, Fred Pabst, Jr., met this need. Today the school has eight instructors headed by Bruce Fenn, who was director of the Lake Placid Ski School from 1938-42.⁶³ Instructors on his staff include: Paul Duke, a veteran member of the 10th Mountain Division, as well as Robert Booth, Bertrand Cross, and Andy Rand; while also included are Sam Ogden and Harold Wissell.⁶⁴

⁶³Ibid., p. 213.

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⁶³Ibid., p. 213.

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The staff also included women instructors. Pabst found results were better when he hired American teachers for the ski school. The skiing public were able and glad to see the same instructors' faces each year and were not distracted by a changing teaching staff.

During the last two years there has been a continued improvement. Several of the trails were derocked and graded, making them much smoother. Improvements in the design of the lifts were undertaken. In 1945-46 the dollar gross receipts and the number of people handled increased 50% over the previous year. Pabst concluded that the skiing public definitely and thoroughly enjoyed the layout as it was designed.

This past season, 1946-47, blasting crews straightened out many of the trails and graded the turns. Besides this a D-8800, 7,500-pound Diesel and a new Ramsay chain belt drive reduction gear were installed on both the first and upper lifts. This will mean that the skier, who had to wait only five minutes for a ride, will not have to wait at all for his next turn up the mountain at Big Bromley.

The "Wild Boar" ski shelter was opened in the early part of 1947. This new shelter is a combination dining room, lounge, rest room, ski shop and first aid building that gives an unobstructed view of Big Bromley's slopes to the north and of the valley country to the south.

With its three lifts totaling a mile in length and

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The "Wild Horse" ski shelter was opened in the early part of 1945. This new shelter is a combination dining room, lounge, rest room, ski shop and living and building that gives an unobstructed view of Big Bromley's slopes to the north and of the valley country to the south. With its three lifts totaling a mile in length and

stretching up to Bromley's 3260-foot summit, plus a network of four open slopes and twelve trails, the Big Bromley project, through its decade of development, has much to offer the skiing public.⁶⁵

Snow Valley, approximately a mile from Big Bromley, lies on a northeastern exposure of the Green Mountain Range. This \$100,000 development was begun in 1942.⁶⁶ It is operated by the Rath brothers, Dolf and Walter, who received their early ski training in the Black Forest of Germany. They came to the United States in 1939.

Included in the Snow Valley area are three open slopes and six trails. Of the slopes, the Steeplechase is best known by Eastern skiers because of its three-quarter mile length and its several hundred feet width, one of the widest slopes in the East.⁶⁷ The Whippersnapper and the Boomerang are the most interesting trails at Snow Valley.

Other features at this Manchester, Vermont, ski area are the two 2,500 and 2,700-foot Alpine T-bar type ski lifts, plus a couple of tows. Additional facilities include the Snow Man's Rest, a dining, resting, and warming lodge at the base of the 2,700-foot mountain range, besides the ski school. Fred Iselin, a Swiss and former instructor at Sun Valley, teaches the French

⁶⁵Information received in a letter from Fred Pabst, Jr., owner and director of the Big Bromley, January 10, 1947.

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Allais technique, at Snow Valley. He is assisted by Elli Stiller.

The combination of these two ski areas, Big Bromley with its south exposure, and Snow Valley with its northeast exposure, affords all-round skiing conditions for the skiing public. Their contributions to the ski movement in the East lies in their offerings as Grade A ski areas.

9. Massachusetts Ski Regions

Massachusetts can be divided into three general ski regions, the Berkshire area, the Pioneer Valley area and the Greater Boston area. Collectively these areas have approximately 130 ski trails, slopes or country club ski runs. It is not the purpose of this paper to consider all these trails, slopes or ski runs. Their numbers are too numerous, and due to their recent establishment, historical information pertaining to their development is scarce. This does not minimize, however, their contributions to the ski movement. Each and every area that has added skiing facilities to its hills and mountains has played an important role in making skiing available to the public.

The Berkshire Hills area, located in the western part of Massachusetts, is the highest in altitude and has the longest skiing season of any area in the state. Ski localities, in elevation, are lower than those of the northern New England states, ranging from 1800 feet to 2,200 feet, while Mt.

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Massachusetts can be divided into three general ski regions, the Berkshire area, the Pioneer Valley area and the Greater Boston area. Collectively these areas have approximately 150 ski trails, slopes or country club ski runs. It is not the purpose of this paper to consider all these trails, slopes or ski runs. Their numbers are too numerous, and due to their recent establishment, historical information pertaining to their development is scarce. This does not minimize, however, their contributions to the ski movement. Each and every area thus has added skiing facilities to its hills and mountains has played an important role in making skiing available to the public.

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Greylock, the highest mountain in Massachusetts, has an elevation of 3,505 feet. The areas that will be included in this study are: Mt. Greylock, Bousquets' in Pittsfield, the Farnams' in Cheshire, Great Barrington in the East Mt. State Forest, and Beartown State Forest in South Lee.

Skiing in the Mt. Greylock area was stimulated by the Mt. Greylock Ski Club, founded November 28, 1932. Ski activities increased through its efforts. Early in the 1930's the Cheshire Harbor trail was laid out on the southeast shoulder of Mt. Greylock, the first ski trail used for skiing in the Berkshires.⁶⁸ This 2000-foot "bob sled" novice trail has been completely graded by the Civilian Conservation Corps since its first use.

The famous Thunderbolt trail is also located on Mt. Greylock. It was cleared during the middle 1930's by the Civilian Conservation Corps. The upper part of the trail being less steep in grade, can be skied by novices, and the lower portion is for experts. The Mt. Greylock Ski Club, under the direction of Art Larkin, sponsored the Massachusetts Championship race during the 1935-36 season on the Thunderbolt trail. On February 17, 1936, the largest crowd ever to watch a down-mountain race in the East assembled along the trail and at the finish line. Dartmouth's ski team, which included Ted Hunter and Dick Durrance, participated.

Mt. Greylock ski area is particularly rugged, as it has no ski lifts.

⁶⁸Bartlett, Hendricks, "Ski Heil to the Berkshires," American Ski Annual (Bellows Falls, Vermont: Belknap Press, Inc., 1935-36), pp. 111-120.

Graylock, the highest mountain in Massachusetts, has an elevation of 3,902 feet. The area that will be included in this study area: Mt. Graylock, Bousquet, in Fitchfield, the Tannery, in Cheshire, Great Barrington in the West Mt. State Forest, and Beartown State Forest in South Lee.

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Located near Pittsfield on the Yokun Seat Mountain (elevation 2,080) is the well known Bousquet Ski Grounds. This enterprise was developed through the combined efforts of Clarence Bousquet and the New Haven Railroad. The first phase of this development commenced in 1933, when the New Haven Railroad engineering department, under the direction of C. E. Williams, conducted the development of train facilities at Pittsfield, Massachusetts, two miles from Bousquet's ski area. This move was in anticipation of the prospect of operating a "snow" train to the Pittsfield area.

The snow train idea matured, and on Sunday, February 10, 1935, the New Haven Railroad trains with 447 skiers aboard, made the first trip to the Pittsfield area. This first large influx of skiers from New York City gave impetus to the Bousquet Ski Grounds. Today the New Haven transports thousands of skiers to this and other areas in the Berkshires.

The Bousquet Ski Grounds, with 200 acres of land, has a very extensive development of skiing facilities which includes eight slopes, six trails (the East, Parker, Russell, Yokun, Bousquet and Osceola trails) and seven rope tows. Four of the slopes are practice ones extending from 500 to 2,200 feet in length. The other slopes accommodate beginners, while Russell Slope is floodlighted for night skiing. The Bousquet Ski School, directed by James Snell, has four to six instructors.

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two rope tows, one operated slowly for practice and the other runs at a regular speed. Here the beginners are taught the fundamentals of skiing and rope tow climbing. This safety measure of educating the skier in the use of rope tow climbing won Bousquet the first safety tow award during the 1946-47 season. He is the inventor of the ski tow gripper.

Economy also plays a part in this area. For only \$1.50 a skier can use any of the facilities for the entire day. The Bousquet Farm Ski Grounds maintains a well equipped canteen and ski repair room.

The Bousquet Ski Grounds has ranked high in popularity since the first day the New Haven Railroad snow train made its visit to this area. Its facilities supply all types of skiing during the winter months.

The Farnam's-in-the-Berkshires is located eight miles northeast of Pittsfield on Route 8. This ski development, comprising 225 acres of open slopes, semi-open slopes, four tows, a day ski lodge and a lunch bar had its beginning in the middle 1930's along with the New Haven snow train movement.

For New York and western Massachusetts skiers, its upper and lower slopes and trails supply approximately a mile of downhill skiing. Its four trails include the Farnam's Fairway, the Upper Art, Ericksen Run and Sam Hill.

Another ski area catered to by the New Haven Railroad is the G-Bar-S Ranch located near Great Barrington in the East

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The Tarnum's-in-the-Berkshires is located eight miles northeast of Pittsfield on Route 8. This ski development, comprising 325 acres of open slopes, semi-open slopes, four tows, a day ski lodge and a lunch car has its beginning in the middle 1930's along with the New Haven snow train movement.

For New York and western Massachusetts skiers, the upper and lower slopes and trails supply approximately a mile of downhill skiing. Its four trails include the Tarnum's Railway, the upper and lower runs and San Hill.

Another ski area catered to by the New Haven Railroad is the U-Ber-2 Ranch located near Great Barrington in the East

Mountain State Forest. This ski area, founded also in the early 1930's, is operated by Henry J. Cairns.

The majority of trails have been developed since 1935. They are, because of their design, skiable after a 3" snowfall. Two trails, 4,000 feet long with a descent of 600 feet, are located on the East Mountain, while shorter trails include the Taconia and the Forgotten Bridge Trail. The better known slopes are Warner, State Forest and the Bottleneck Slope. The Taconic Ski Club aided in clearing many trails in the G-Bar-S Ranch area.

This area has a canteen, ski repair shop, and a ranch house that will accommodate 85 to 100 skiers.⁶⁹

In 1935 the Beartown State Forest Project was developed through the co-ordinated efforts of the New Haven Railroad, the State of Massachusetts, the Lee Chamber of Commerce, the Mt. Greylock Ski Club and the C. C. C. The C. C. C. utilized 70,000 man hours of work in developing this ski area on the edge of the Beartown State Forest Reservation. The New Haven Railroad increased its train station facilities at South Lee.

This development has been greatly enlarged during the past decade and now includes eight trails and one well sheltered slope. A list of trails includes: the Grizzly, Kodiak, Polar, Crow's Nest, Burgoyne, Wildcat and the Sedgewick. The Polar Slope is an expansive area leading to the snow train station.

⁶⁹John L. Garrison, op. cit., p. 200.

These trails and slopes are unique in that their entire layout has been designed to fit in a wooded mountain area which gives it natural protection from wind and makes for a real skier's paradise. The Crow's Nest Lodge and various shelters give comfort and convenience to the skier.

The numerous ski developments in the Berkshire Hills area, such as the Mt. Greylock, Bousquet's, Farnam's-in-the-Berkshires, the G-Bar-S Ranch and Beartown State Forest Development, have been the result of the combined efforts of various organizations. The Mt. Greylock Ski Club fostered skiing activity in this region. The Civilian Conservation Corps expended countless hours of labor developing trails and facilities. The Chambers of Commerce of different towns, besides other community agencies, clubs and organizations extended their aid. The State of Massachusetts gave its approval to many developments, while one of the most important contributions was rendered by the New Haven Railroad in developing transportation facilities in the Berkshire Hills area. Because of these co-operative efforts on the part of all the above mentioned organizations, the Berkshire Hills area has made a worthy contribution to the ski movement in the East.

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region a number of new ski areas with trails for both expert and novice have been established. Accommodations in the form of new and remodeled inns and farm houses have been made available for winter sports travelers.

Pioneer Valley harbors approximately thirty-eight ski trails or ski slopes throughout its 1800 square miles. Of mentionable importance is the new Chickley Alp Development in the town of Charlemont, Massachusetts. On its 100 acres of open and wooded hills are located the Eagle Wings Slope, Dude Slope and the Chickley Alp Ski Slopes. The trails include the Snow Bowl and the Snow Plow Trail. This ski area is serviced by a two-direction horizontal tow which hauls skiers back and forth between the main skiing area and the refreshment hut. This unique "chow-line" tow was designed by Joseph A. Graham, Manager of the Chickley Alp Ski Center.

A further fact of interest is that Charlemont was one of the twenty New England ski centers selected by the United States Weather Bureau and the New England Council for a weather reporting station. This system of reporting weather conditions is operated by qualified reporters at twenty spots throughout New England. Coded reports are wired twice daily at simultaneous hours to the Boston office of the United States Weather Bureau. The Weather Bureau then adds its forecasts for each region, and this decoded information is transmitted over press association wires to newspapers and radio stations throughout

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New England and eastern New York. This is the first standardized system to be used in New England and has replaced the former haphazard, conflicting methods of snow reporting. This service, meeting a need for accurate snow reporting, will be of great aid to the sport of skiing in future years.

At the town of Huntington, eighteen miles from Northampton, Massachusetts, is located the Black Panther Ski Center, near the scenic Knightville Dam. Three trails, a large open slope and a jumping hill have been developed on its thirty acres. Three tows service this newly formed area.

A third ski area is located in Holyoke, Massachusetts, on Mt. Tom (elevation 1200 feet). Six novice trails besides shelter houses, fireplaces and a slope with a vertical descent of 500 feet service skiing enthusiasts in the region of Springfield.

The Mt. Grace State Forest Reservation (elevation 1617 feet) has skiing facilities which include the Gulf Link Trail, the Mt. Grace Trail and the Tripod Trail. Shelters and fireplaces are also included in these facilities.

Springfield is the "capital" of Pioneer Valley. The Springfield Ski Club is the key organization which has stimulated a growing interest in skiing in this area. Within the past few years its membership increased to 700, and last year thousands of Sunday skiers traveled to the Club's ski area at Blandford to enjoy a day of skiing on its new trails and slopes.

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The Pioneer Valley Region, although on a lower elevation than many other New England ski regions, affords good skiing facilities for thousands of winter sport enthusiasts throughout central Massachusetts. This region, in rendering such services, has made its contribution to the ski movement in the East.

The development of skiing facilities in the eastern Massachusetts or Greater Boston area has been of recent origin. Ski activity is limited throughout the winter months to low level areas, which include golf courses, slopes and a few trails.

The nearest tow slope to Boston is the Commonwealth Country Club in Newton, operated by Russ Hale. It has a 500-foot rope tow servicing a gentle slope which is floodlighted for night skiing.

Thirty miles out of Boston is located the Marlboro Ski Club's Jericho Hill, which furnishes open slope skiing on an eight-inch snow base.

In Shrewsbury lies the broad sweeping Ward Hill and Scout Trail. This area is operated by Pete Tyler and Louis Payne. The ski run is over 1000 feet long.

During the season of 1946-47 Francis Rooney, Jr., and Richard Dealey, Jr., opened to the public a 1500-foot long open slope that is 300 feet wide. It is serviced by a 900-foot tow.

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North of Boston at Amesbury, Massachusetts, is situated

Lock's Hill Ski Slope, one of the few slopes in the United States where a person can ski and look out over the ocean at the same time. Operated by Bill and Fred Gallant and Louis Grilk, this nearby ski area has two parallel rope tows servicing a 1200-foot and a 800-foot slope. Night skiing has been made possible by floodlighting the slopes.

In Melrose on Mt. Hood an open slope, a 25-meter jump, besides the short Black Rock Trail in Middlesex Fells furnishes facilities for skiing for numerous skiers in the Greater Boston area.

Through the co-operation of the Innitou Ski Runners, the Winchester Ski Club and the Boston Wildcats, a slope at Horn Pond Mountain in Woburn has been improved. It includes a two-tenths of a mile ski run.

In the Blue Hills Reservation in Milton two intermediate trails, a practice slope and a cross country course are available.

Collectively, the many ski areas throughout Massachusetts have been of recent origin. They have developed, through demand, since 1935, coinciding with the phenomenal growth of skiing. Because of their close proximity to areas of large population, these low elevation ski areas have become very popular with countless New England skiers.

Lock's Hill Ski Slope, one of the few slopes in the United States where a person can ski and look out over the ocean at the same time. Operated by Hill and Fred Gifford and John Gifford, this heavily ski area has two parallel rope tow serving a 1200-foot and a 800-foot slope. Night skiing has been made possible by floodlighting the slopes.

In Marston on Mt. Hood an open slope, a 35-meter jump, besides the short Black Rock Trail in Middlesex Falls furnished facilities for skiing for numerous skiers in the Greater Boston area.

Through the co-operation of the Tanglewood Ski Resort, the Winchester Ski Club and the Boston Ski Club, a slope at Horn Pond Mountain in Woburn has been improved. It includes a two-kilometer of a mile ski run.

In the Blue Hills Reservation in Milton two intermediate trails, a practice slope and a cross country course are available.

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10. Other Ski Regions Throughout New England

In the Green Mountain Range of southern Vermont are located a number of ski areas above the 2000-foot elevation. Some have been of recent origin, while others paralleled the early ski movements of the 1920's. Mention will be made of Pico Peak, Brattleboro, Hogback, Dutch Hill, the Ascutney Slopes and Woodstock ski developments.

The Pico Peak project, under the direction of the late Bradford Mead, had its birth prior to World War II. To construct this project a thirty-year lease was obtained from the Vermont Marble Company and Mortimer Proctor.⁷¹ The first Alpine ski lift, of Constam design, was installed on Pico's mountainside, elevation 3,947 feet. Its load capacity is rated as one of the highest in the country. It can haul 700 skiers an hour over a distance of 2,330 feet and up 649 feet to the summit of Little Pico.⁷²

Its famous ski trail, the Sunset Schuss, was designed by Charles N. Proctor, while an ultimate plan of creating a completely self-sufficient high-country ski town at the top of Sherburne Pass is in the making. Engineering this prospective plan is Ted Hunter, former Dartmouth ski team captain.

At the present time the Pico Peak development has one trail

⁷¹John L. Garrison, op. cit., p. 218.

⁷²Ibid., p. 219.

10. Other Ski Regions Throughout New England

In the Green Mountain Range of northern Vermont are located a number of ski areas above the 2000-foot elevation. Some have been of recent origin, while others paralleled the early ski movements of the 1930's. Mention will be made of Pico Peak, Stratford, Woodstock, Dutch Hill, the Assenney Slopes and Woodstock ski developments.

The Pico Peak project, under the direction of the late Bradford Ward, had its birth prior to World War II. To construct this project a thirty-year lease was obtained from the Vermont Marble Company and Mortimer Proctor. The first alpine ski lift, of Cornish design, was installed on Pico's summit, elevation 3,947 feet. Its load capacity is rated as one of the highest in the country. It can haul 700 skiers an hour over a distance of 2,330 feet and up 645 feet to the summit of Little Pico.

The Lemons Ski Trail, the Garret Schuss, was designed by Charles H. Proctor, while an ultimate plan of creating a completely self-sufficient high-country ski town at the top of Shattuck Pass is in the making. Engineering this prospective plan is Ted Hunter, former Harpoonist and team captain. At the present time the Pico Peak development has one trail

John L. Garrison, Jr., p. 218.

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and three slopes. The three slopes, some of the widest and longest in the East, include the Little Pico Novice, Intermediate and Expert Slopes. Facilities include the Troll Top, a small guest-skier apartment, a Pico restaurant and a ski shop. Karl Acker, licensed European and United States Eastern Amateur Ski Association instructor, along with his staff, operates the Pico Ski School.

Many new developments have taken place at Pico within the last few years to add to its popularity as one of New England's outstanding ski areas.

Skiing in the Brattleboro, Vermont, region dates back to the founding of the Brattleboro Outing Club in 1922 by Fred H. Harris. That same year the now famous 65-meter Brattleboro ski-jumping hill was built. The purpose of its construction was based on the hopes of breaking and holding the New England record. In 1922 this record stood at 111 feet.

The Vermont State Championship was the first meet held on the jump. Johnny Carleton, intercollegiate champion at that time, cleared 150 feet. With an attendance of 3000 spectators, the hill paid for itself the first day.

In 1923 a record of 160 feet was made by Norman Berger, a Canadian champion. The next season Fred H. Harris succeeded in having the National Ski Jumping Championship awarded to Brattleboro. That year, 1924, marked the first time this meet had ever been held in the East.

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Noted ski jumpers from throughout the United States were present. The meet was won by Lars Haugen of Middle West fame, the longest jump, 180 feet, being made by Henry Hall of Detroit.

In 1925 B. Anderson set the record at 190 feet, a figure that stood for several years until Strand Mikkelsen of the Greenfield Massachusetts Outing Club increased it to 202 feet. Later the record of 208 feet was made by Strand.

The National Championship again made its appearance at Brattleboro in 1929. Shortly after, Alf Engen of Salt Lake City made a jump of 212 feet.

In 1938, in preparation for the National Championship, the Works Progress Administration spent \$4,000 to improve the slope, besides building a new "flexible" take-off. At the championships that year Berger Rudd, then champion of the world, cleared 216 feet on his second jump for a new hill record, edging out Sig Ulland of California.

Through the years, improvements have been made on the jump. Through engineering science, the hill has been made as near perfect as possible. After these improvements, in 1939 Torger Tokle entered the jumping scene. Two years later he set a new ski-jumping record with a leap of 223 feet, and at the 1942 National Combined Championship on the same hill he soared 230 feet, retaining the record.

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Ski Jump has been widespread. To the ski-jumping world, Brattleboro is known for its sponsorship of Class A ski-jumping tournaments, while its outing club has been a pioneer in various ski activities throughout the East. This club was one of the six charter members of the United States Eastern Amateur Ski Associations. Through its years it has given free ski instructions to its members and promoted junior skiing. Today it has one of the largest junior memberships in the East, numbering more than 150. The club has greatly influenced skiing in the East.

The Hogback Mountain ski development was added to Brattleboro's fast expanding ski area in 1946. This development lies in the 120-inch snow belt, the section of the greatest snowfall in the state of Vermont. Hogback, located on the slopes of Mt. Olga (elevation 2450 feet), is operated as a local corporation, with John L. Dunham as president. Its T-bar ski lift accommodates 900 skiers an hour, serving six trails ranging from novice to expert.

The Hogback Lift Corporation operates a modern Ski School under the capable direction of Les Billings. There is a store nearby offering ski supplies and equipment. Cafeteria and dining room service are provided at the ski area. A warming hut and rest rooms are located at the base of the lift.

Located in the southwest part of Vermont near Heartwellville is the \$50,000 Dutch Hill Ski Company development. It

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The Hoagback Mountain ski development was added to Brattleboro's East expanding area in 1945. This development lies in the 120-inch snow belt, the section of the greatest snowfall in the state of Vermont. Hoagback, located on the slopes of Mt. Olive (elevation 2450 feet), is operated as a local corporation, with John L. Palmer as president. Its T-bar ski lift accommodates 900 skiers an hour, serving six trails ranging from novice to expert.

The Hoagback Lift Corporation operates a modern Ski School under the capable direction of Les Millings. There is a store nearby offering ski supplies and equipment. Cafeteria and dining room service are provided at the ski area. A warming hut and rest rooms are located at the base of the lift. Located in the southwest part of Vermont near Westwellville is the \$50,000 Dade Hill Ski Company development. It

extended its services to the skiing public in February, 1947. The owners, Webster H. Ottman, David L. Allen, Edward Dondi, and John Pedercini, all of North Adams, Massachusetts, have tentative plans for establishing an all year recreation center at Dutch Hill.

Its main features are an Alpine ski lift that extends 2000 feet up the mountain, and has a capacity of 800 skiers per hour; five ski trails which include the Dyke, Yankee Doodle, Christiana, Windmill, and Death's Holiday, with a minimum width of 60 feet and the greatest width of 130 feet; an open slope near the base area, and "The Boot," a large blue and yellow lodge for warmth and refreshments.⁷⁴

The Dutch Hill Ski School is directed by Gordon Lowe, former instructor in the Ski Troop Division and in Iron Mountain, Michigan.

As a new member of the various ski areas throughout the East, Dutch Hill has entered its name as a Grade A ski area.

A second new ski area that recently opened in the early part of 1947 is the Ascutney Slopes Inc., located in Brownsville on the 3100-foot slopes of Mt. Ascutney. A group of local Boston and New York skiers are the owners of this project. Mrs. Robert Cushman, owner of Juniper Hill Farm in Windsor, is president. Robert Bishop of Kennedy's in Boston is vice-

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Its main features are an Alpine ski lift that extends 2000 feet up the mountain, and has a capacity of 800 skiers per hour; five ski trails which include the Dyke, Yankee Goodie, Christiana, Windmill, and Beech's Holiday, with a minimum width of 80 feet and the greatest width of 150 feet; an open slope near the base area, and "The Bowl," a large blue and yellow lodge for warmth and refreshments.

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president. Robert Hammond of the noted New York Map Company is treasurer. Robert Ely of the 10th Mountain Infantry Division, Richard Springer of Windsor House, and Carl Stevens of Weathersfield Bow are directors, with the latter member acting as resident manager.

On the advice of Walter Prager of Dartmouth College, Springer and Stevens laid out the present two short but expert trails on the northwest face of Mt. Ascutney. Also included in this development is a gentle pasture slope for novice skiers, plus two parallel 1500-foot slopes of intermediate rating. These slopes are served by a 1200-foot rope tow, while an 800-foot hoist serves the upper expert trails.

Professional ski instruction is supplied by George Dunning, Army veteran who taught at Garmisch, Germany, during the war. David Patch, Navy veteran, devotes his full time to giving both recreational and competitive ski instruction, free to Windsor school children.⁷⁵ This development, like the other new ski areas in New England, offers much to the recreational and competitive skier.

The Woodstock, Vermont, region is known for its open slopes (approximately thirty) and was the home of the first ski tow in the United States. With the inauguration of this first ski tow in 1934 and possibly previous Dartmouth College influence, Woodstock entered the New England scene as a ski area.

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Bunny Bertram, Captain of Otto Schneibs' first Dartmouth ski team, aided the cause of skiing in Woodstock, Vermont. He laid out the famous Suicide Six slope, "a two-thousand foot pasture slope with an average grade of twenty degrees."⁷⁶

Latest additions to this area have been two new trails on the north side of Suicide Six.

It is interesting to note that many of the newer ski areas that have been developed after the second World War have been large scale undertakings, corporations or partnerships, in which large sums of money have been invested. Such a trend has resulted from a popular demand for more and better ski facilities. Brattleboro and Woodstock have been older members in the ski movements in the East, while today Dutch Hill, Hogback and Ascutney Slopes have made their appearance to further the cause.

One of the most extensive spots for various sports in the East is the million dollar Works Progress Administration project known as the Belknap Mountains Recreational Area. This area, started in 1933, is located in the town of Gilford, County of Belknap, State of New Hampshire. As a recreational project it is owned and operated by the County of Belknap.

It is an 800-acre public park in which all-year round recreational activity may be enjoyed. Winter sports features are many. Three ski jumps dot the area: a 60-meter jump,

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molded from the mountainside and built to an ideal profile, a 20-meter jump which is used extensively by younger skiers throughout the Eastern section, and a 10-meter jump. The record of 251 feet for the former ski jump is held by the late Torger Tokle.

A chair tramway extends from the lower plateau of the area, and center of activity, to the summit of Rowe Mountain. This tramway is 3200 feet long with a vertical rise of 417 feet. There are 49 chairs, spaced approximately one hundred and fifty feet on centers. The skier sits in a well padded chair which is suspended from an overhead cable. The velocity, in high speed, is 450 feet per minute. The time required for the rider to reach the top is approximately seven and one-half minutes. The tramway has a carrying capacity of 200 persons per hour. This chair tramway carries the skier to the summit where 13 miles of ski trails intersect, from which the skier may choose a trail most suited to his proficiency.

Adjacent to the chair tramway is a ten-acre slope serviced by an 800-foot rope tow. Here a gigantic slalom has been completed and is large enough for any type of competition. It has a vertical ascent of approximately 800 feet. This winter sports feature has been named the "Fletcher Hale Slalom" in memory of the well-known statesman and winter sports enthusiast, Fletcher Hale.

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A chair tramway extends from the lower plateau of the area, and center of activity, to the summit of Howe Mountain. This tramway is 2800 feet long with a vertical rise of 415 feet. There are 43 chairs, spaced approximately one hundred and fifty feet on centers. The skier sits in a well padded chair which is suspended from an overhead cable. The velocity in high speed, is 450 feet per minute. The time required for the rider to reach the top is approximately seven and one-half minutes. The tramway has a carrying capacity of 200 persons per hour. This chair tramway carries the skier to the summit where 13 miles of ski trails intersect, from which the skier may choose a trail most suited to his proficiency.

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The main building of hand-hewn rock and timber was begun

in 1938. Within this massive recreational building are the lunchroom, dance hall, ski room, ski school, ski shop, gift shop, fireplaces, observation balcony, shower stalls, and a superintendent's office.

In 1941 two new slopes were added, the Viking Slope with a rope tow, and a beginner's slope.*

The Belknap Mountains Recreation Area, unique in its development and as one of the major recreation centers of the East, is playing its role in the expansion of the ski movement in New England.

Scattered throughout the Monadnock Region of Southern New Hampshire are approximately twenty smaller ski areas. This region has numerous ski trails and slopes serviced mostly by rope tows. When the snow fall is plentiful the Monadnock Region offers the nearest good skiing for the lower New Hampshire communities. Ski developments in this region have been recent and as such have made available to the skiing public many more ski areas.

Poland Springs was one of the first ski resorts in Maine. Its winter sports days dated back to 1922 in the time when one pole was used in skiing. Today, on its 5,000 acre golf course, the hotel runs a rope tow in conjunction with open slope skiing.

The Rangeley Lakes Area in Maine has facilities for skiing

*Letter received from John Proctor, Superintendent of the Belknap Mountain Recreation Area, January 25, 1947.

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but, like the majority of other ski areas in that state, it caters mainly to local communities. These areas have sufficient snow during the winter months, but the traveling time hinders skiers from penetrating to the various ski centers in this state. This is one of the reasons why the growth of skiing has progressed slowly in Maine.

Haystack Mountain in Norfolk, Connecticut, which now has an expert downhill ski run, was the destination of the first New Haven snow train that ran out of New York City back on January 27, 1935. Mrs. G. Biglow, as a diversion, promoted the Norfolk ski area. Before the snow train movement began she imported outstanding skiers from Europe to conduct a ski school. Such famous Norwegians as Bergen Torjorian and Ola Hegan aided in instructing the first United States Olympic ski team.

Outside of this venture the majority of ski areas in Connecticut, which include, Connecticut State Forest, the Mohawk State Forest, the Lakeville Salisbury area, Bald Mountain, the cross country trails and runs of Winsted, the Salmon River State Forest, the ski trails in Middleton, the Portland loops, and Ski Valley of New Britain, are limited in their services to the skiing public because of limited facilities and low areas. When snow conditions are favorable, however, skiing is made available on a smaller scale to many of the people in the Southern New England section.

Rhode Island, like its size, has few ski areas. The

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Rhode Island, like the area, has few ski areas. The

Diamond Hill Reservation has two slopes, while at Cumberland two slopes are serviced by two ski tows. Like Connecticut, Rhode Island, being a low elevation, is limited in its offerings to the skiing public.

Skiing as a competitive and recreational sport has developed at an almost unbelievable rate during the last two decades. Many factors were responsible for this rapid growth of interest. Of major importance was the growth of ski areas throughout New England and the Lake Placid, New York region. Many contributions towards the healthy expansion of skiing in the East resulted from the growth and development of these ski areas.

The Lake Placid, New York region was one of the first ski areas in the northeastern section of the United States. Ski activities at this area greatly contributed to all phases of the sport. Through its intra-club organization, the Sno Birds fostered recreational as well as competitive skiing. Since the day of its origin (in 1919-20) to the present time, this club has sponsored the College Week Invitation Tournament. For twenty-six years it has conducted a February Invitation Tournament. In 1932, with the promotion of skiing by the Sno Birds, the Third Winter Olympic Games were held at Lake Placid, New York. America made her debut in winter sports as a result of this notable undertaking. Skiing caught the public's fancy and impetus was added to the sport. Directly after World War II,

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work was commenced on the development of the Whiteface Mountain Ski Center in the Adirondacks. When complete this project will be one of the most extensive ski areas in the East. Due merit should be bestowed on all members of the Lake Placid Club who, through the years, have contributed their share in making skiing what it is today.

To the general public, Dartmouth College is noted for its promotion of winter sports. The Dartmouth Outing Club and its Winter Carnival, through the efforts of alumni members, ski coaches, ski stars, community folks and others contributed greatly to the progress of skiing in the East and elsewhere. Many individuals in the Hanover area aided this movement. Fred H. Harris deserves much credit for his efforts in pioneering skiing at Dartmouth College and other areas throughout New England. Charles A. Proctor, a professor at Dartmouth College, was a promoter of many phases of the ski program. Anton A. Deittrich played his part as Dartmouth's ski coach in the early 1920's. Charles N. Proctor, son of Professor Charles A. Proctor, was a member of the 1928 United States Olympic Ski Team, and throughout the years has been a ski coach, trail designer and expert in the field of skiing. Otto Schniebs, famous Austrian ski instructor, ski trail designer, author and ski expert, was ski coach at Dartmouth College from 1930 to 1935. His contributions to the sport have been invaluable. Walter Prager, brilliant Swiss ski champion and ski coach at Dartmouth

work was commenced on the development of the Whiteface Mountain Ski Center in the Adirondacks. When complete this project will be one of the most extensive ski areas in the East. The merit should be bestowed on all members of the Lake Placid Club who, through the years, have contributed their share in making skiing what it is today.

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from 1936 to 1947, produced numerous championship teams at the Big Green institution. Carl Shumway and Park Carpenter, in conjunction with the Boston and Maine Railroad were promoters of the first snow train. The Sayres rendered their services by founding the Hanover Ski School for Children. Many other people in the Hanover region contributed to the promotion of skiing in this area, aiding in the expansion of skiing in the East and the United States.

The influence that private schools had on skiing in New England and New York was definitely noticeable through the years. Private schools cultivated an early interest in skiing among their students. They also stimulated ski activity through interscholastic meets. They acted as a ski-farm system in supplying colleges with men skilled in the sport, and, finally, they fostered skiing as a wholesome recreation.

People who have been associated with skiing in the Franconia area have furthered the sport through their efforts during the past seventeen years. The Pecketts founded what is believed to be the first ski school in the United States. Roland Peabody established what is believed to be the second ski school in America. In 1938 he became the Managing Director of the Aerial Tramway Commission, a position he still holds. Alex H. Bright promoted the ski movement in the Franconia area by campaigning for an aerial tramway in the East, which was eventually approved in 1937 and completed in June, 1938, adding

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People who have been associated with skiing in the French-Canada area have furthered the sport through their efforts during the past several years. The Fockers founded what is believed to be the first ski school in the United States. Roland Pasbody established what is believed to be the second ski school in America. In 1938 he became the Managing Director of the Aerial Tramway Commission, a position he still holds. Alex R. Bright promoted the ski movement in the French-Canada area by campaigning for an aerial tramway in the East, which was eventually approved in 1937 and completed in June, 1938, adding

much to the pleasure of skiing. Donald Tuttle, Dartmouth, Class of 1900, as one-time director of the New Hampshire State Planning and Development Commission, brought publicity to the sport.

In its brief history, the Stowe, Vermont region has developed into one of New England's prominent ski areas. Its contribution to the advancement of skiing lies in the excellent facilities it has made available to the skiing public. However, the founding of the National Ski Patrol in 1938 was the most important and beneficial event, in respect to the recreational skier, to come from the Stowe, Vermont area.

Many noteworthy events which have greatly aided the promotion of skiing have come through the growth and development of the Eastern Slopes region. One factor of importance contributed by Carroll Reed was the introduction of qualified ski instruction in the Jackson-North Conway area. Through Reed's efforts, Benno Rybizka, a Tyrolean ski instructor, came to Jackson to direct the first Hannes Schneider Ski School in the Eastern Slope region. The next few years other noted ski instructors, such as Franz Koessler, Toni Matt and Otto Tschol made their appearance in the North Conway area. Harvey Gibson warrants merit for his promotion of the North Conway area as a major ski resort.

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ski meister, arrived at North Conway in February, 1939. This important event in the history of the ski movement in the East has meant much to the recreational skier. As the founder of the Arlberg Technique, Hannes Schneider brought recognition to skiing throughout the world, and by making his appearance at North Conway he gave prestige to the sport of skiing in this area. In his eight years as director of the North Conway Ski School he and his staff have taught hundreds of thousands of eager-minded people the Arlberg Technique. The Jackson, New Hampshire area, noted as one of the earliest ski areas in the Eastern Slopes region, merits recognition for its many cross country trails, while the Pinkham Notch area has been noted for its accessibility as a spring skiing area. Annually thousands of skiers enjoy late season skiing on the Headwall of Tuckerman Ravine, Mt. Washington, New Hampshire. Events which have arisen from the growth and development of the Eastern Slopes Region, New Hampshire, have aided greatly in the progress of skiing in New England and New York.

It should be kept in mind that early ski activity fostered by pioneers of the ski movement in a limited number of ski areas throughout New England and New York did much to promote interest in the sport of skiing. This interest gradually increased up to 1930. After this time related factors such as the introduction of downhill skiing, the snow train movement, the availability of ski instruction, the origin of the ski tow and other in-

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fluent factors created a new impetus to skiing. To satisfy the needs of the ever increasing number of skiers, new ski enterprises were developed. The findings of Moffat give evidence of this fact.⁷⁷ In 1935 the nearest thing to an official register of New England ski trails listed approximately 55 in New Hampshire, 16 in Massachusetts, and 15 in Vermont, while the 1947 edition of The Skier's Guide to New England listed New Hampshire as having approximately 142 ski trails, Massachusetts 70 ski trails and Vermont with 92 ski trails.⁷⁸ The increase of ski resorts, which was directly related to the increase of ski trails, brought about a new situation for the skier. Instead of being limited in their offerings, as ski areas were before 1925, these modern winter resorts came appealing to the wide range of skier's wishes. Present day ski areas vary in location, terrain, facilities, ski trails and slopes and ski conveyances. As such, they supply a variety of services to the skier, indirectly contributing to the ski movement in New England and New York.

The Big Bromley project, owned and operated by Fred Pabst, Jr., came into existence in the year 1936-37. In its ten years of operation it has contributed much to the progress of skiing through its three lifts, its network of four open slopes and

⁷⁷Donald Moffat, "Mr. Pennyfeather on Skis," Atlantic Monthly (January, 1936), CLVIII, pp. 28-37.

⁷⁸The Recreational Development Committee, The Skier's Guide to New England, 8th edition, New England Council, 1947.

financial factors created a new impetus to skiing. To satisfy the needs of the ever increasing number of skiers, new ski enterprises were developed. The findings of Follet give evidence of this fact. ^{TV} In 1933 the nearest thing to an official register of New England ski trails listed approximately 33 in New Hampshire, 18 in Massachusetts, and 10 in Vermont, while the 1937 edition of The Skier's Guide to New England listed New Hampshire as having approximately 143 ski trails, Massachusetts 70 ski trails and Vermont with 32 ski trails. ^{VS} The increase of ski resorts, which was directly related to the increase of ski trails, brought about a new situation for the skier. Instead of being limited in their offerings, as ski areas were before 1935, these modern winter resorts came appealing to the wide range of skier's wishes. Present day ski areas vary in location, terrain, facilities, ski trails and slopes and ski conveniences. As such, they supply a variety of services to the skier, indirectly contributing to the ski movement in New England and New York.

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^{VS} The Northeastern Development Committee, The Skier's Guide to New England, 3rd edition, New England Council, 1937.

the serviceability of its twelve trails.

The \$100,000 Snow Valley enterprise, which was founded in 1942 by the Rath Brothers, has made its contribution to the skiing public as a Grade A ski area.

Collectively, the many ski areas throughout Massachusetts have been of recent origin. They have developed one by one through popular demand since 1935 along with the phenomenal growth of skiing.

They have, because of their recent service to the public as ski resorts, helped to promote skiing.

Other ski resorts such as Pico Peak, Hogback, Dutch Hill, Ascutney Slopes, all in the Green Mountain Range of Southern Vermont, are of recent origin. As modern ski resorts, with up-to-date ski schools, regulated trails and added facilities for the skier's enjoyment, they deserve credit for their efforts in promoting skiing in the East.

Brattleboro and Woodstock, both located in the same region as the above ski areas, are of early origin. The former winter resort has been noted through the years as a ski jumping area. This type of ski activity commenced at Brattleboro back in 1922. Since that time Brattleboro has been the scene of four National Ski Jumping Championships, the first in 1924, the second in 1929, the third in 1938, and the most recent one in 1942. To date the hill record for its 65-meter ski jump is 230 feet, held by the late Torger Tokle. Woodstock is the oldest winter sports

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The interest created by the Brattleboro Winter Sports Area has been widespread. Throughout the world Brattleboro is known for its efforts in sponsoring ski jumping tournaments, whereas the emerging of the first ski tow from the Woodstock Ski Area has been a most important contribution to the sport of skiing.

The million dollar Works Progress Administration Belknap Recreational Area of Gilford County, New Hampshire, ranks high as a contributor to the development of skiing in the East. Unique in its services as an all-year recreational center, with skiing emphasized in the winter, it has played a major role in the expansion of the ski movement in New England.

Scattered throughout the East there are many other ski areas, mostly of recent origin. Their value as contributors to the ski movement in the East cannot be omitted. They have, by supplying added ski facilities, contributed their share to the movement.

The history of the growth and development of ski areas throughout New England and New York has been the history of the ski movement in the East. All progress in the field of skiing has evolved through the efforts of people highly interested in this sport. Their many contributions through almost half a century of time have enabled the sport of skiing to become the activity which it is today. The recreational skier owes much to the founders and pioneers of the ski movement. Through the

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influence of their efforts hundreds of ski areas have arisen,
which today are frequented by millions of skiers.

CHAPTER V

THE UNITED STATES EASTERN AMATEUR SKI ASSOCIATION

ITS ORIGIN AND DEVELOPMENT

1. The Founding of

The United States Eastern Amateur Ski Association

The majority of human endeavors, in order to be successful, need organization. Such human activities, however, before becoming successful, require direction in order to serve the desired purpose. Good direction and good management lead to unity, which ultimately results in sound organization.

Ski activity in New England and New York in its early days had no direction. Those who knew anything about the sport participated in it independently. Because of these isolated ski events and because no one person at that time had had the vision to foresee the rapid advance of this sport, skiing had no unity and no governing organization in its early stages. As time progressed, however, matters changed. Winter activities increased at Lake Placid, New York, Berlin, New Hampshire, and at Hanover, New Hampshire, and ski-minded individuals saw a need of a governing body for this sport. Out of this need came the origin of the United States Eastern Amateur Ski Association.

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Saranac Lake, New York.¹ The six charter members of this organization were: the Brattleboro Outing Club of Brattleboro, Vermont; the Dartmouth Outing Club of Hanover, New Hampshire; the Nansen Ski Club of Berlin, New Hampshire; the Sno Birds of Lake Placid, New York; the Norsemen Ski Club of New York; and the Saranac Lake Ski Club of Saranac, New York. Fred H. Harris of Brattleboro, Vermont, was elected first president and served seven consecutive years. During this time, along with other pioneers, he aided in building up the organization. Along with the six charter member clubs, six other clubs joined the organization before the year had ended. The purpose of this Association was to assist in forming groups whose principal aim would be skiing, both recreational and competitive.

2. The Expansion of the U.S.E.A.S.A.

The Eastern Association in its early existence from 1922 to 1925 was a single unit, functioning independently. Ski activity centered about an annual Eastern Championship, while occasionally intra-club meets were sponsored. Club membership increased slowly, with the Portland Ski Club joining the U.S.E.A.S.A. in 1923.²

In 1925 the Eastern Association became affiliated with the

¹Raymond S. Elmer, "A Worthwhile Experiment," American Ski Annual (Brattleboro, Vermont: Stephen Daye Press, 1937), pp. 71-75.

²Max Wheildon, "Here is Maine," American Ski Annual, 1937-38, pp. 130-132.

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National Ski Association and became the first divisional unit of the national body. Through this association, and in conjunction with sponsoring National Championships, the Eastern Association gained prominence.

During the latter half of the 1920's, with skiing activities being limited mostly to ski jumping and cross country, the organizational duties, problems and responsibilities of the U.S.E.A.S.A. were few as compared to what they were to be during the following years.

From 1927 on, the sport of skiing gradually changed. Downhill and slalom skiing were introduced to the public. Ski instruction was made available to those who wished to learn the sport. In 1931 the "snow train" movement was promoted. More and larger ski trails were built and ski facilities were increased. Ski conveyances made their appearance in 1934. Ski equipment and techniques improved. All these advancements in the field of skiing increased the responsibilities and influenced the growth and development of the U.S.E.A.S.A.

In its twenty-five years of service to the skiing public, the Eastern Association Club membership has increased from six charter member clubs to one hundred and eighteen member clubs in 1947. In 1942 a peak year was reached, during which time one hundred and eighty-one ski and outing clubs in the northeastern United States were affiliated with the U.S.E.A.S.A.

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hundred and eighty in the number of individual skiers registered with the association.³ The majority of skiers were engaged in cross country and ski jumping competition. Also in 1933 forty-two clubs were connected with the association. In 1933-34 the individual membership rose to eight hundred and seventy-one. However, the trend had changed. More members were engaging in downhill running, while others were interested in ski proficiency and recreational skiing. Club membership increased thirty per cent. An increase in junior skiing was more noticeable. On February 10, 1934, the U.S.E.A.S.A. sponsored the Eastern Interscholastic Ski Championship at Lebanon, New Hampshire, under the direction of Erling Heistad. Richard Durrance of Towle High School, Newport, New Hampshire, won the senior cross country ski race.⁴

This same year another member of the U.S.E.A.S.A., Professor H. M. Gore of Massachusetts State College, then District Commissioner of Hampshire-Franklin Council of Boy Scouts at Amherst, Massachusetts, introduced a plan for a Merit Badge in skiing for Boy Scouts.⁵

The next season of 1935-36 created increased responsibilities and problems for the Eastern Association. The NewHaven Railroad followed in the footsteps of the Boston & Maine Rail-

³Raymond S. Elmer, "From the President's Office," American Ski Annual, 1934, p. 100.

⁴Roger F. Langley, "Interscholastic Skiing," American Ski Annual, 1934, pp. 98-99.

⁵Loc. cit.

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³Raymond S. Kiser, "From the President's Office," American Ski Annual, 1934, p. 100.
⁴Roger V. Lunney, "Intercollegiate Skiing," American Ski Annual, 1934, pp. 98-99.
⁵Ibid., ibid.

road by sponsoring its first "snow train." The ski tow celebrated its first anniversary. Skiing, as a form of winter recreation, grew in popularity, especially downhill skiing. This year club membership in the association numbered 65, while the individual membership expanded from 850 to 1,624 members.⁶ To meet the growing demands of downhill skiers for more trails and facilities, new ski areas were built.

There were heavy snowfalls in the winter sports areas during the winter of 1936-37. The spirit of skiing continued to penetrate the lives of the American people. The 1936 Winter Olympic Games gave impetus to skiing. Twenty-four additional clubs joined the Association. The individual memberships rose to 2,002 persons.

The next season of 1937-38, with a snowfall below normal, scheduled ski activities had a setback. Regardless of this disheartening lack of snow the Association continued to expand. One hundred and six clubs were listed as members of the Eastern Association this year. Downhill trail clearing was progressing rapidly.⁷

It was roughly estimated that there were 600,000 skiers in the United States in 1938-39.⁸ The National Ski Patrol was

⁶Raymond S. Elmer, "From the President of the United States Eastern," American Ski Annual, 1935-36, pp. 166-167.

⁷Raymond S. Elmer, "The Snowless Eastern Season," American Ski Annual, 1937-38, p. 177.

⁸A. M. Blane, "Skiing for Beginners," Scholastic (February 5, 1938), 32:34-35.

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The next year, with the snowfall approximately back to normal, ski competition, sanctioned by the Association, increased. "The Eastern Association conducted twenty-four competitions, eight cross-country races and fifty downhill and slalom events."¹⁰ Club membership continued to rise with a total of 136 clubs, while individual membership was increased to 2,853 skiers.

According to the survey made by J. R. Tunis in his book, "Sports for the Fun of It," skiing was the fastest growing sport in 1940.¹¹ The ratio of recreational and competitive clubs belonging to the United States Eastern correlated closely to that of the entire association membership. Club membership rose to 148 in number, while 3,159 individuals joined the Association this year. During this season the United States Eastern sponsored 67 downhill and slalom competitions and 42 jumping and cross-country events.¹² Also in conjunction with

⁹ Raymond and Elmer, "From the President of the Eastern," American Ski Annual, 1938-39, p. 174.

¹⁰ Raymond and Elmer, "From the President of the Eastern," American Ski Annual, 1939-40, p. 128.

¹¹ J. R. Tunis, Sports for the Fun of It (New York: A. S. Barnes & Company, 1940), p. 241.

¹² Raymond and Elmer, "President's Report," American Ski Annual, 1940-41, p. 151.

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⁹ Raymond and Elmer, "From the President of the Eastern," American Ski Annual, 1939-40, p. 144.

¹⁰ Raymond and Elmer, "From the President of the Eastern," American Ski Annual, 1938-39, p. 138.

¹¹ J. R. Tunks, Sports for the Fun of It (New York: A. S. Barnes & Company, 1940), p. 141.

¹² Raymond and Elmer, "President's Report," American Ski Annual, 1940-41, p. 142.

its program of ski activity during that year the U.S.E.A.S.A. sponsored a ski festival at North Conway especially designed to foster juvenile skiing.¹³ A further point of interest in relation to the sport of skiing is that during the 1940-41 season approximately 2,000,000 skiers attended the ski areas, spending an estimated \$200,000,000 for ski equipment and accessories.¹⁴

In the season of 1941-42 the sport of skiing had yet to reach its peak. Club membership was listed at 178 members. More people became members of the United States Eastern, making the total 4,079.¹⁵ The Association noted an unbelievable increase in junior skiing activity, which meant that the younger generation was participating in this sport for enjoyment's sake and not particularly from the competitive angle. Skiing also served a part in the war effort.

During this year the United States Army started experimenting with ski troops.¹⁶ The armed forces absorbed a large portion of all efforts associated with skiing. In 1942-43 the Army trained the 87th Mountain Division at Mt. Rainier,

¹³Frank Elkins, "They're Never Too Young to Ski," New York Times Magazine (February 8, 1942), p. 8-9.

¹⁴John L. Garrison, "Buy and Large," Sun, Snow and Skis (New York: McGraw-Hill Book Company, Inc., 1946), p. 171.

¹⁵Raymond E. Elmer, "The Eastern President's Message," American Ski Annual, 1941-42, p. 139.

¹⁶-----, "U.S. Army Ski Troops, Army's New Ski Patrol," Life Magazine (January 20, 1941), 10:78.

its program of ski activity during that year the U.S.A.S.A. sponsored a ski festival at North Conway especially designed to foster juvenile skiing. ¹³ A further point of interest in

relation to the sport of skiing is that during the 1940-41 season approximately 2,000,000 skiers attended the ski areas, spending an estimated \$200,000,000 for ski equipment and accessories. ¹⁴

In the season of 1941-42 the sport of skiing had yet to reach its peak. Club membership was listed at 178 members. More people became members of the United States Eastern, making the total 4,079. ¹⁵ The Association noted an unbelievable increase in junior skiing activity, which meant that the younger generation was participating in this sport for enjoyment's sake and not particularly from the competitive angle. Skiing also served a part in the war effort.

During this year the United States Army started experimenting with ski troops. ¹⁶ The armed forces absorbed a large portion of all efforts associated with skiing. In 1942-43 the Army trained the 67th Mountain Division at Mt. Rainier.

¹³ Frank Elkins, "They're Never Too Young to Ski," New York Times Magazine (February 8, 1942), p. 8-9.

¹⁴ John L. Gaultson, "Ski and Large," Snow and Ski (New York: McGraw-Hill Book Company, Inc., 1942), p. 171.

¹⁵ Raymond E. Elmer, "The Eastern President's Message," American Ski Annual, 1941-42, p. 132.

¹⁶ "U.S. Army Ski Troop, Army's New Ski Troop," Life Magazine (January 29, 1941), 10-12.

Washington, and at Camp Hale, Colorado.¹⁷ Leading members of different ski organizations throughout the United States extended a helping hand. Regardless of the war effort, however, the United States Eastern had its greatest year in both club and individual membership. The former numbered 181 members, while the latter number remained at its 1941-42 figure.

During the third year of World War II the 10th Mountain Division was alerted for overseas duty. Dr. Elmer's report of the U.S.E.A.S.A.'s activities during the season of 1943-44 are self explanatory. One hundred and twenty-five clubs were affiliated with the Association and 2000 individuals were registered.¹⁸ The United States Eastern advocated that ski and outing clubs promote juvenile skiing, both competitive and recreational.

The number of clubs belonging to the U.S.E.A.S.A. in 1944-45 decreased to 101, while ski activity was mostly on a juvenile basis, although servicemen found a new enjoyment in the sport of skiing at this time.

The postwar U.S.E.A.S.A. membership was the second highest on record, with 3,643 individual members.¹⁹ This same season the association succeeded in getting the New England Principals Association to sponsor a New England Interscholastic Ski Cham-

¹⁷J. E. P. Morgan, "Special Training," American Ski Annual, 1944, p. 79.

¹⁸Raymond and Elmer, "The Eastern President's Message," American Ski Annual, 1944, pp. 142-144.

¹⁹Editorial in the Ski News (November 1, 1946), Hanover, N.H.

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¹⁴ E. R. Morgan, "Special Training," American Ski Annual, 1944, p. 72.

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pionship, which was held at Lebanon, New Hampshire.²⁰ This move was another means of promoting junior skiing.

The expansion of the U.S.E.A.S.A. paralleled the rise of ski activities in the East. More problems and responsibilities arose for the association as more people became active in the sport; however, with the expanding needs of the increased skiing public, the U.S.E.A.S.A. broadened in its services to the skier.

3. The Influential Role the U.S.E.A.S.A. Played in the Rise of Skiing in New England and the Lake Placid, New York Region.

The U.S.E.A.S.A., as the governing body of ski activities in the northeastern section of the United States, has formulated specific purposes and objectives by which it is governed. As a non-profit organization, the U.S.E.A.S.A. has the following primary objectives:²¹

1. Encouragement, advancement and improvement of the sport of skiing; development of skill in skiing within the territory of the Association; formation of local ski and outing clubs throughout the eastern United States; and promotion of good fellowship among skiers in this and other countries.
2. Standardization of rules governing ski competition.
3. Scheduling of ski competition.
4. Establishment and maintenance of a uniform test of

²⁰Loc. cit.

²¹"What is the U.S.E.A.S.A.," Pamphlet published by the U.S.E.A.S.A., Boston, Massachusetts.

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Eldest is the U.S.E.A.S.A., "Fostered and published by the U.S.E.A.S.A., Boston, Massachusetts.

amateur standing and preservation of skiing on the strict plane of pure amateurism in conformity with the highest ideals of gentlemanly sport.

5. Creation of agencies of arbitration to mediate disputes, and to discipline when necessary, individual skiers who may threaten to hinder the Association in fulfillment of its purposes in promoting skiing as an amateur sport.

In its twenty-five years of existence the U.S.E.A.S.A. has made many noteworthy contributions to the rise of skiing in the East. Its benefits are enjoyed by all skiers in the eastern United States.

The Association, at an annual meeting held in Hanover, New Hampshire, on October 31, 1937, approved a long discussed plan for the certification of professional ski instructors.²² This measure has tended to eliminate many would-be instructors who are not qualified to teach the sport. By certifying amateurs and professional instructors the skier is more apt to be taught by men and women who are competent and qualified ski instructors. The first test was announced in the Ski Bulletin for February 14, 1938. Walter Prager and Charles N. Proctor were in charge of the examination. Dr. Elmer, Palmedo, Sayre and Langslett were also present. The first to pass the certification examination were A. Schlatter of Rutland, Vermont; Sig Buchmayer of Franconia; Hans Thorner of Pinkham Notch; Sepp

²² Ford K. Sayre, "The Certification of Ski Teachers under the United States Eastern Amateur Ski Association," American Ski Annual, 1938-39, pp. 146-147.

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Ruschp and Edi Fuller of Stowe, Vermont; John Holden of Putney, Vermont; and Fred Nachbaur of Gilford, New Hampshire.²³ On January 16 and 17, 1947, at Pico Peak, Karl Acker examined 23 candidates for the United States Eastern Ski Teachers certificate. Ten passed the examination.²⁴

The United States Eastern sanctions races and competition. During the early days of its organization, it sanctioned mostly meets involving ski jumping and cross country. Today the Association holds races and competition for any member club which desires to have a major tournament or championship. Member clubs make their application to the Sanctions Committee stating what the tournament will be called. Races and competitions must be run in accordance with the amateur rules and regulations of the Association.

According to the by-laws of the United States Eastern, any skier who wishes to compete in any sanctioned tournament must be an individual member of the U.S.E.A.S.A. and is required to hold a classification card with an "A," "B," or "C" rating. To obtain such a classification, member clubs periodically conduct downhill races or jumping events on certified trails and jumping hills. A skier who desires to become a competitor and is a member of the Association has the opportunity to

²³Loc. cit.

²⁴Editorial in the Ski News (February 1, 1947), Hanover, New Hampshire.

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secure a rating according to his ability.

The U.S.E.A.S.A. conducts proficiency test programs. It found, as skiing became more popular with the public, that in order to stimulate improvement in technique or ski running there was a need for conducting a ski technique program. Member clubs are given the opportunity to participate in a ski technique program which includes taking three tests with suitable awards upon the successful completion of each test. The fourth class test, a beginner's test, requires that the skier know all the fundamentals of ski technique. The club which conducts the test appoints its own judges. On successful completion the skier is awarded an appropriate button. The third class requirement is a thorough test for the intermediate skier. In order to be eligible for the third class certificate card and bronze pin, a skier must be an individual member of the Association before taking the test. Judges of this test are appointed by the U.S.E.A.S.A. Proficiency Test Committee. To undertake the second class test a skier must have passed the third class test and also be a member of the U.S.E.A.S.A. This test is designed for advanced skiers. This test represents the most advanced of the technique requirements. The first class test is an amplification of the second class test. During the season of 1934-35 the Classification Committee gave competitive downhill ratings to 906 members of the Association.²⁵

²⁵United States Eastern Amateur Ski Association, Annual Convention, Laconia, N. H., Nov. 3, 1935, American Ski Annual, 1935-36, p. 175.

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The U.S.E.A.A. conducts proficiency test programs. In 1949, as skiing became more popular with the public, that in order to stimulate improvement in technique of ski running there was a need for conducting a ski technique program. Member clubs are given the opportunity to participate in a ski technique program which includes taking three tests with suitable awards upon the successful completion of each test. The fourth class test, a beginner's test, requires that the skier know all the fundamentals of ski technique. The club which conducts the test appoints its own judges. On successful completion the skier is awarded an appropriate button. The third class requirement is a thorough test for the intermediate skier. In order to be eligible for the third class certificate card and bronze pin, a skier must be an individual member of the Association before taking the test. Judges of this test are appointed by the U.S.E.A.A. Proficiency Test Committee. To undertake the second class test a skier must have passed the third class test and also be a member of the U.S.E.A.A. This test is designed for advanced skiers. This test represents the most advanced of the technique requirements. The first class test is an amplification of the second class test. During the season of 1954-55 the Classification Committee gave competitive downhill ratings to 306 members of the Association.

The U.S.E.A.S.A. maintains a film lending library, the contents of which are available to member clubs for a nominal fee to cover transportation and such service charges as insurance. All the films currently in the library are 16 mm. in size and include a variety of skiing subjects in both black and white and color. The Association endeavors to produce one new film a year through its Visual Aids Committee and, in addition, purchases from time to time outstanding skiing films which may be commercially available at reasonable cost.

This policy should result in a well balanced library, enabling the U.S.E.A.S.A. to offer an outstanding service to member clubs. This program of visual education has aided the Association in selling the sport of skiing to interested groups of people, clubs and other organizations. In addition, many films are very helpful in conjunction with teaching the fundamentals of skiing. Films are used by club members in conducting "dry course" classes. Before the snow season many new skiers are given a basic course in ski techniques, use of equipment, how to run trails, snow conditions and preliminary conditioning exercise. Films furnish much of this information. Lawrence E. Briggs, a member of the faculty at Massachusetts State College, has made an extensive study of films related to the subject of skiing and winter sports.²⁶ Those individuals

²⁶Lawrence E. Briggs, "A List of Films on Skiing," Journal of Health Physical Education, 1940, 1:36.

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seeking more information pertaining to this matter should refer to footnote number twenty-six.

The U.S.E.A.S.A. assumed new responsibilities with the rapid rise of the number of people participating in skiing. One of its major responsibilities today is educating skiers in the elements of safety in skiing. In this respect, through the National Ski Patrol System, which is a committee of the National Ski Association, and the Ski Patrol Committee of the U.S.E.A.S.A., widespread education in safe skiing and improvements in first aid treatment of winter accidents have been developed. One duty of the National Ski Patrol System is to encourage the formation of ski patrols.²⁷ Other purposes will be explained in Chapter VIII.

Through the years the Association has regarded the development of junior skiing as one of its most important objectives. To this end it has initiated many programs to arouse and maintain the interest of the young skier. In 1934 a larger number of boys and girls participated in the sport.²⁸ The U.S.E.A.S.A. assists its member clubs in sponsoring junior programs of competitive and recreational skiing. Interscholastic skiing showed marked progress during the 1938-39 season.²⁹ Since 1935

²⁷C. M. Dole, The National Ski Patrol System and What It Does for You, The National Ski Patrol System, New York, 1940-41, p. 11.

²⁸Roger F. Langley, op. cit., pp. 98-99

²⁹Lawrence E. Briggs, "Junior Progress," American Ski Annual, 1939-40, pp. 82-88.

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²⁸Roger T. Langley, op. cit., pp. 66-67

²⁹Lawrence E. Briggs, "Junior Progress," American Ski Annual, 1933-34, pp. 62-63.

Massachusetts has taken an active part in junior ski development. The Mt. Hood Golf and Recreational Association of Melrose has been a leading organization in promoting juvenile skiing. The Boston scholastic tournament has been conducted through its efforts. This tournament in 1934 had less than fifty entries, whereas in 1938 the number of participants exceeded the two hundred mark. In Vermont, junior skiing has become a recognized part of the school program. The Mt. Mansfield Club, up to 1939, promoted junior skiing in conjunction with the Vermont Headmasters' Club.³⁰ In 1936 under their sponsorship, fifty-six entries from eight schools took part in junior competition, while two years later this figure rose to 190 competitors. In 1940, as mentioned before, the U.S.E.A.S.A. sponsored a ski festival at North Conway especially designed to foster juvenile skiing.³¹ All through its history the United States Eastern has fostered junior skiing. Today, to encourage its promotion, junior skiers under sixteen years of age may become members of the Association. They receive individual membership cards and attractive shoulder insignia. These insignia are in three colors, green, red and blue, signifying one, two and three years' membership respectively. To care for competitive desires among the juniors, any member club of the Association holding a sanctioned junior competition may receive free of charge any

³⁰Ibid., p. 87.

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³⁰Ibid., p. 37.

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appropriate set of ribbons with silver pins to be awarded to the first five place winners in each event. In catering to wide differences in skiing ability among juniors of different ages, the U.S.E.A.S.A. has established a Junior Classification: Primary Juniors (under 12 years), Intermediate Juniors (12 and 13), and Advanced Juniors (14 and 15 years). All U.S.E.A.S.A. junior members are entitled to participate in the National Ski Association junior achievement badge program, which includes downhill and slalom, jumping and cross-country racing, for which attractive insignia are available.

The U.S.E.A.S.A. has co-operated with the Boy Scouts of America and has assisted other youth groups in their ski programs. Lawrence E. Briggs and Harold M. Gore of Massachusetts State College have made worthy contributions to this cause. Through their efforts a skiing merit badge was adopted by the Boy Scouts of America. Members of Troop Number 501, Amherst, Massachusetts, were the first Scouts in the United States to receive the skiing merit badge.³² During the 1938-39 winter season 1507 winter sports badges were earned by Girl Scouts.³³

The U.S.E.A.S.A. is a progressive organization and has a large number of active committees composed of competent skiers at work all year round to promote a better understanding of the

³² Lawrence E. Briggs, "Junior Ski Development," American Ski Annual, 1938-39, pp. 100-108.

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The committees of the U.S.E.A.S.A. include: Membership and Classification; Downhill and Slalom; Jumping and Cross Country; Amateur Rules; Publicity; Visual Aids; National Ski Patrol; Junior; Proficiency Test; Certification; and many others.

In addition to the aforementioned benefits, each member of the U.S.E.A.S.A. receives two official publications of the Association, the Ski News and The American Ski Annual. The Ski News is a periodical written by a staff of skiers, for skiers. It is published ten times during the skiing season from October to April. Each issue contains a wealth of up-to-date information on the very latest in equipment, descriptions of skiing developments and areas, articles by prominent figures in the skiing world, results of races and competition, club news, cartoons, pictures, where-to-stay information, and many other items of current and lasting interest. The Ski Annual, a full size book, contains approximately 250 pages. It is the official yearbook of American skiing. Supplementing many outstanding feature articles by leading skiers throughout the country, the Annual contains the very best in winter photography

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and a separate section devoted to the interval functions of each of the sectional divisions of the National Ski Association. It is a reference book of the year's skiing activities in the United States.

The founding of the U.S.E.A.S.A. in February, 1922, at Lake Saranac, New York, gave direction to skiing in the East. The Association has, through its twenty-five years of service, rendered many benefits to the skier. Growing from an organization of six charter member clubs, it has, within the past twenty-five years, expanded its membership to 181 ski and outing clubs and 4,079 individual members. The United States Eastern, in its existence, has had three highly capable leaders. Fred H. Harris of Brattleboro, Vermont, served as the first president of the Association from 1922 to 1929, at which time Dr. Raymond S. Elmer of Bellows Falls, Vermont, was elected president. Dr. R. S. Elmer, along with other prominent members, directed the U.S.E.A.S.A. for sixteen years. During his term of service he contributed greatly to the progress of the Association and to the sport of skiing in general. At its annual convention this past November, 1946, at the Somerset Hotel, Boston, Massachusetts, Douglas Burckett succeeded Dr. Elmer as president.

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The U.S.E.A.S.A., as a governing body of ski activities in the East, has contributed notably to the progress of skiing in the East. Its benefits, to the skier, have been far-reaching. As a result of its program of certifying professional ski instructors, it has tended to eliminate unqualified instructors who would be incompetent to uphold the standards of the sport. By sanctioning races and competitions, the Association has decreased conflicts in the scheduling of ski meets and tournaments. The U.S.E.A.S.A.'s proficiency testing program has given incentive to many skiers to improve their ski technique, which, in the long run, tends to reduce accidents and enables the skier to enjoy the sport more fully. The Association, by maintaining a film library for the loan of ski films, has enabled many ski organizations to conduct visual education programs in the field of skiing. The Association, as a member of the National Ski Association and as a ski patrol committee, has greatly reduced the hazards of skiing. Through its program of promoting junior skiing the U.S.E.A.S.A. has enabled thousands of youngsters to learn the fundamentals of this sport. It has promoted a better understanding of the needs of every class of skier by its research program. Finally, by its publicity program the Association has supplied its skiing followers with a wealth of up-to-date information pertaining to all phases of skiing.

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Reviewing its past accomplishments, it can be concluded that the U.S.E.A.S.A. has played a most influential role in promoting the sport of skiing in the East.

THE 1930S TRAIN MOVEMENT AND ITS INFLUENCE

ON SKIING IN NEW ENGLAND AND NEW YORK

1. The Founding of the Snow Train Movement

Skiing, a year before the "snow train" was discontinued, was at a low ebb. Few of the many known ski areas of today were in existence in 1935. Only small groups of experienced skiers, members of mountains and outing clubs such as the Appalachian Mountain Club, the Brattleboro Outing Club, the Dartmouth Outing Club, and the Lake Placid Club partook of this winter sport. The public had not recognized the value of train transportation in conjunction with skiing. Very few people were ski conscious. A systematized course of ski instruction was not available at this time for those who wished to learn the sport. Sales of ski equipment were negligible throughout New England and New York were not large. Individual and club membership with the United States Eastern Ski Association numbered under the fifty mark. The sport of skiing had yet to become popular.

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CHAPTER VI

THE SNOW TRAIN MOVEMENT AND ITS INFLUENCE

ON SKIING IN NEW ENGLAND AND NEW YORK

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Maria Springer relates an interesting incident as an example of the reaction of the public toward a skier in a railroad

station in 1930:¹

"Upon my first visit to New York in 1930 I stepped off the train and handed my racing skis to a porter. He looked at them questioningly and said, 'Ma'am, do you expect me to carry them long boards? What does a lady do with them things?'"

This outlook, both by the porter and by the public, has completely reversed itself today. Many factors related to the sport of skiing have made this change possible. One of the major factors that has greatly influenced the progress of skiing since 1931 has been the snow train movement. Skiers, before 1931, had need of an inexpensive means of transportation which would carry them to and from remote ski areas throughout New England and New York. This need was partially met by the Boston and Maine, the New Haven, and the New York Central Railroads. Because of the inauguration of the snow train more people participated in the sport of skiing.

2. The Rise of the Boston and Maine Snow Train Movement

The Boston and Maine was the first railroad in the United States to operate a "snow train" for winter sports enthusiasts. Fredrick T. Grant, General Passenger Agent of the Boston and Maine Railroad, originated the idea, while such people as Carl E. Shumway, Park Carpenter and other prominent members of the Appalachian Mountain Club stimulated the movement by their enthusiasm for outdoor life.²

¹Maria Springer, "Making the Snow Fly," Collier's Magazine, (December 11, 1937) 100:67-8.

²Charles M. Dudley, "Early American Skiing," 60 Centuries of Skiing (Brattleboro, Vermont: Stephen Daye Press, 1935), p. 62.

The first Boston and Maine snow train operated from the North Station on January 11, 1931. Its destination was Warner, New Hampshire, near Kearsarge Mountain. This first snow train trip was the result of a proposition made between the Boston and Maine Railroad and the Appalachian Mountain Club. The latter organization submitted to the Boston and Maine a definite list of names of members who wished to travel to the north country for skiing, snow shoeing and general pleasure. One hundred and ninety-seven passengers were carried on the first trip. Not more than sixty of this total were skiers. Most of them had made the trip to go showshoeing on Mt. Kearsarge. The first impression the skiers left with the natives of Warner, New Hampshire was that of trespassing. The community at first was somewhat unfriendly to the newcomers. Many skiers were chased out of apple orchards. This original trip was experimental, but it proved to be successful and others followed.

As the 1931 season progressed, F. T. Grant and a committee of the Appalachian Mountain Club members met and discussed the various skiing conditions that existed in different localities throughout New England. As a result of this round-table discussion, specific destinations were chosen for week-end trips. This meeting was held on the Thursday previous to the Sunday of the desired snow train trip. The destination and schedule of information was released to the newspapers on Friday. After two years these committee meetings were discontinued and the

The first Boston and Maine snow train operated from the North Station on January 11, 1931. Its destination was Warner, New Hampshire, near Keegan's Mountain. This first snow train trip was the result of a proposition made between the Boston and Maine Railroad and the Appalachian Mountain Club. The latter organization submitted to the Boston and Maine a definite list of names of members who wished to travel to the north country for skiing, snow shoeing and general pleasure. One hundred and ninety-seven passengers were carried on the first trip. Not more than sixty of this total were skiers. Most of them had made the trip to go snowshoeing on Mt. Keegan. The first impression the skiers left with the natives of Warner, New Hampshire was that of trespassing. The community at first was somewhat unfriendly to the newcomers. Many skiers were chased out of apple orchards. This original trip was experimental, but it proved to be successful and others followed. As the 1931 season progressed, F. T. Grant and a committee of the Appalachian Mountain Club members met and discussed the various skiing conditions that existed in different localities throughout New England. As a result of this year-round discussion, specific destinations were chosen for week-end trips. This meeting was held on the Thursday previous to the Sunday of the desired snow train trip. The destination and schedule of information was released to the newspapers on Friday. After two years these committee meetings were discontinued and the

Boston and Maine Railroad conducted its own skiing-condition inquiries and posted weekly destinations.

Skiers appreciated the value of the snow train as the frequency of these trips increased during the 1931 season. The Boston and Maine Railroad, in turn, through progressing experience with skiers, anticipated their needs and met their demands. The Armstrong Service is the most unique of the many services the Boston and Maine Railroad offers its snow train passengers. The Armstrong Company, which for a long time has had a concession with the Boston and Maine, operates a sports equipment and luncheon car that is attached to one section of the Sunday snow train. On the original snow train they sold their regular goods; sandwiches, papers, coffee, etc., with only one ski item, ski wax. The company gradually increased its services, and today it has for rent or sale a limited supply of ski equipment and conducts a ski repair shop.

The Boston and Maine Railroad, during its first season, carried 8371 passengers to various ski areas throughout New England. Eighty to ninety per cent were skiers; the balance being showshoe enthusiasts, skaters and a few camera enthusiasts.

The public appreciated the snow train, and with improvements of ski equipment, ski techniques, ski resorts and weather reporting, skiing gradually increased in popularity. One indication of this trend is shown in the increased number of

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passengers the Boston and Maine Railroad carried over a five-year period from 1931 to 1935. In this time, 59,305 passengers were accommodated on their snow trains, while from 1936 to 1940, approximately 174,622 winter enthusiasts were carried by the Boston and Maine to northern ski areas. The peak year of the Boston and Maine snow train movement was reached in the year 1936, when this railroad company transported 24,240 winter sports fans to various localities throughout New England.

Information pertaining to facts that may have had a direct influence upon skiing in this region is included in Graphs I, II and III. In formulating these graphs such associated factors as the snowfall in inches per year, the amount of saving deposits in dollars per capita and the number of articles listed in the New York Times Magazine Index pertaining to skiing, have been compared to the Boston and Maine snow train movement. The same comparisons could be made with other snow train movements, such as those operated by the New Haven and the New York Central Railroads.

Graph Number I gives a comparison between the number of snow train passengers and the average snowfall in inches per year in New England from 1931 to 1942. It would seem reasonable to assume that the average snowfall in inches per year might have some effect on the number of snow train passengers during those years. This relationship, with a few exceptions, can be seen in observing Graph Number I, especially during the season of 1937, when the average snowfall in New England was 44.9 inches,

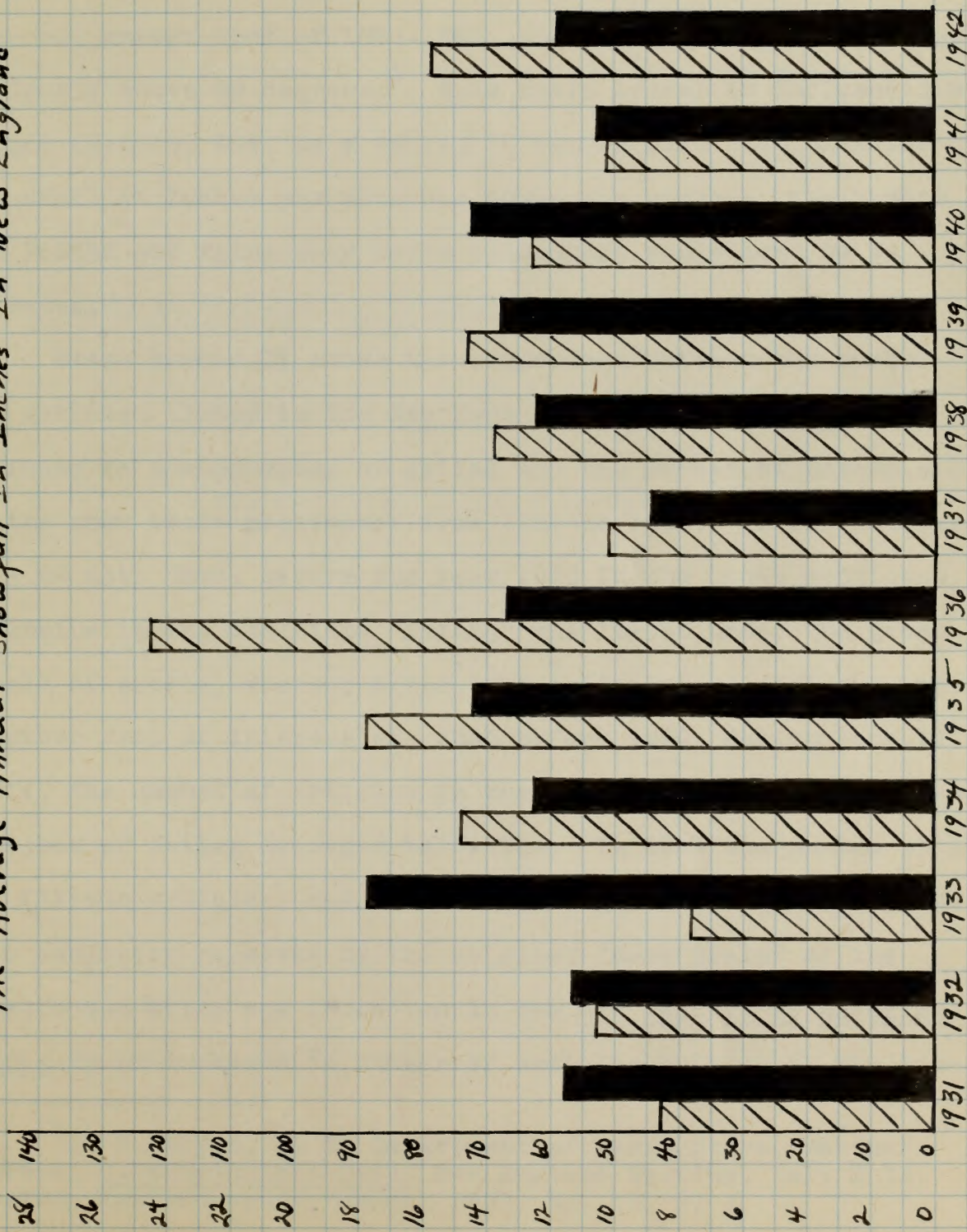
passengers the Boston and Maine Railroad carried over a five-year period from 1931 to 1935. In this time, 32,308 passengers were accommodated on their snow trains, while from 1936 to 1940, approximately 174,622 winter enthusiasts were carried by the Boston and Maine to northern ski areas. The peak year of the Boston and Maine snow train movement was reached in the year 1938, when this railroad company transported 24,240 winter sports fans to various facilities throughout New England.

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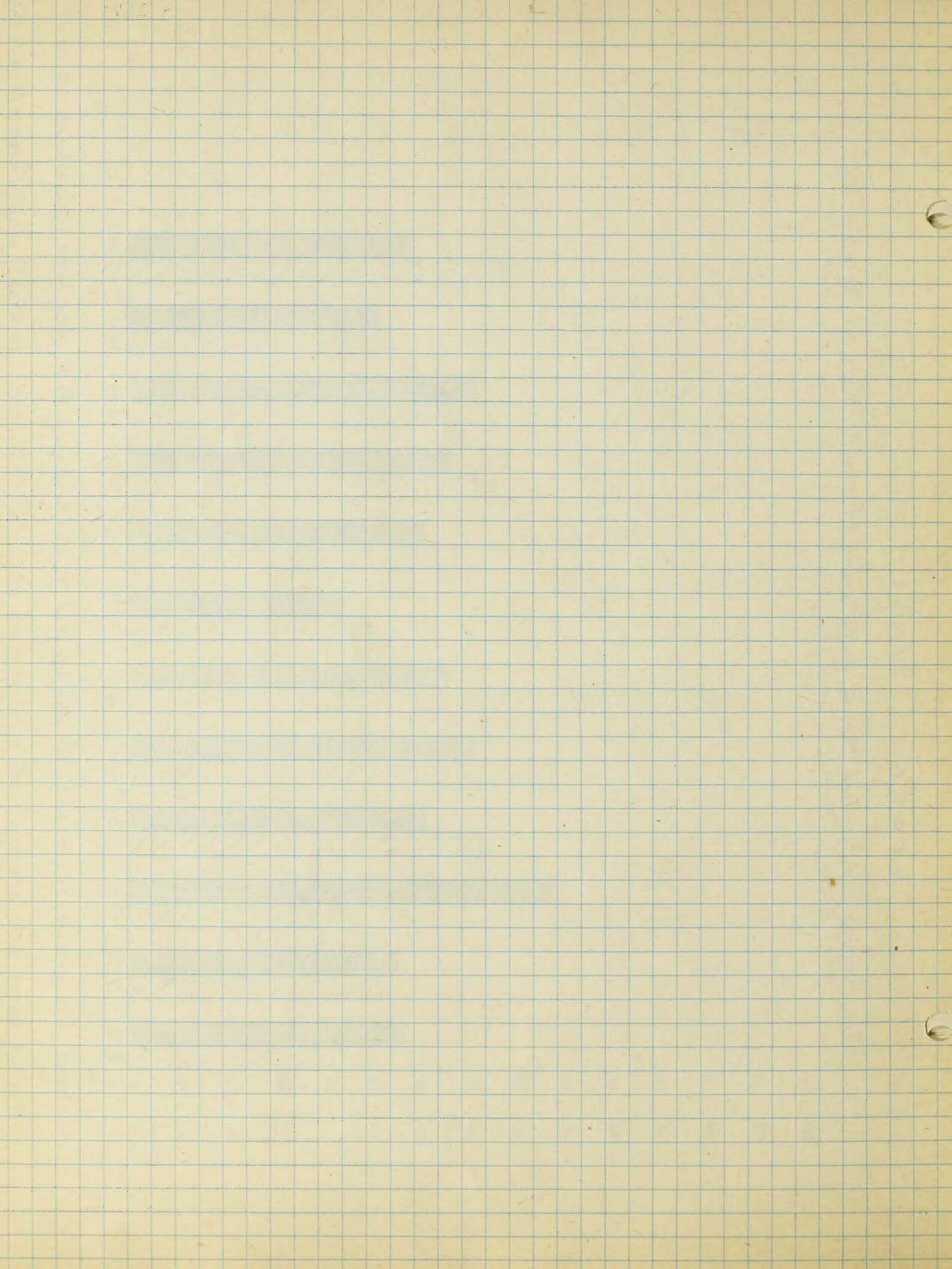
Graph Number I

The Annual Boston And Maine Snow Train Passenger Rate In Relation To The Average Annual Snowfall In Inches In New England



The lined bar graph represents the Boston And Maine Passenger Rate per 1000, increments 0 to 28

The solid bar graph represents the average annual snowfall in inches in New England, increments 0 to 140



which was 18.5 inches below the mean for the past fifty years. The December, January and February winter months average a fraction under 30 degrees--which was the warmest winter on record, except that of 1889-1890, when the temperature averaged slightly above 30 degrees.³ Snow train travel is influenced by other factors, but, as a whole, it can be said that when the snowfall in inches per year was above the average, the number of Boston and Maine snow train passengers would tend to be greater.

Graph Number II shows the comparison between the number of articles listed in the New York Times Magazine Index pertaining to the progress of skiing and the number of Boston and Maine snow train passengers from 1931 to 1942. It was interesting to note that, before the year 1926 in the above mentioned magazine index, the title "Skiing" was listed under the general topic of sports, whereas after 1926 skiing was a topic by itself. Another fact of interest was that before 1930, dating back to 1914, the number of articles in the index written yearly on the subject of skiing averaged below 7.4. In 1929 the number stood at fifteen articles, and in 1930 the figure rose to twenty-one. The publicity received by the original "Snow Train" of the Boston and Maine was indicated in the New York Times Magazine Index by an increase in number of articles written on the sub-

³G. H. Noyes, U. S. Department of Agriculture, Weather Bureau, Climatological Data, New England Section, Vol. XLIX, Boston, Massachusetts, Annual 1937, No. 13, p. 1.

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Graph Number 11 shows the comparison between the number

of articles listed in the New York Times Magazine Index per-

centage to the progress of skiing and the number of Boston and

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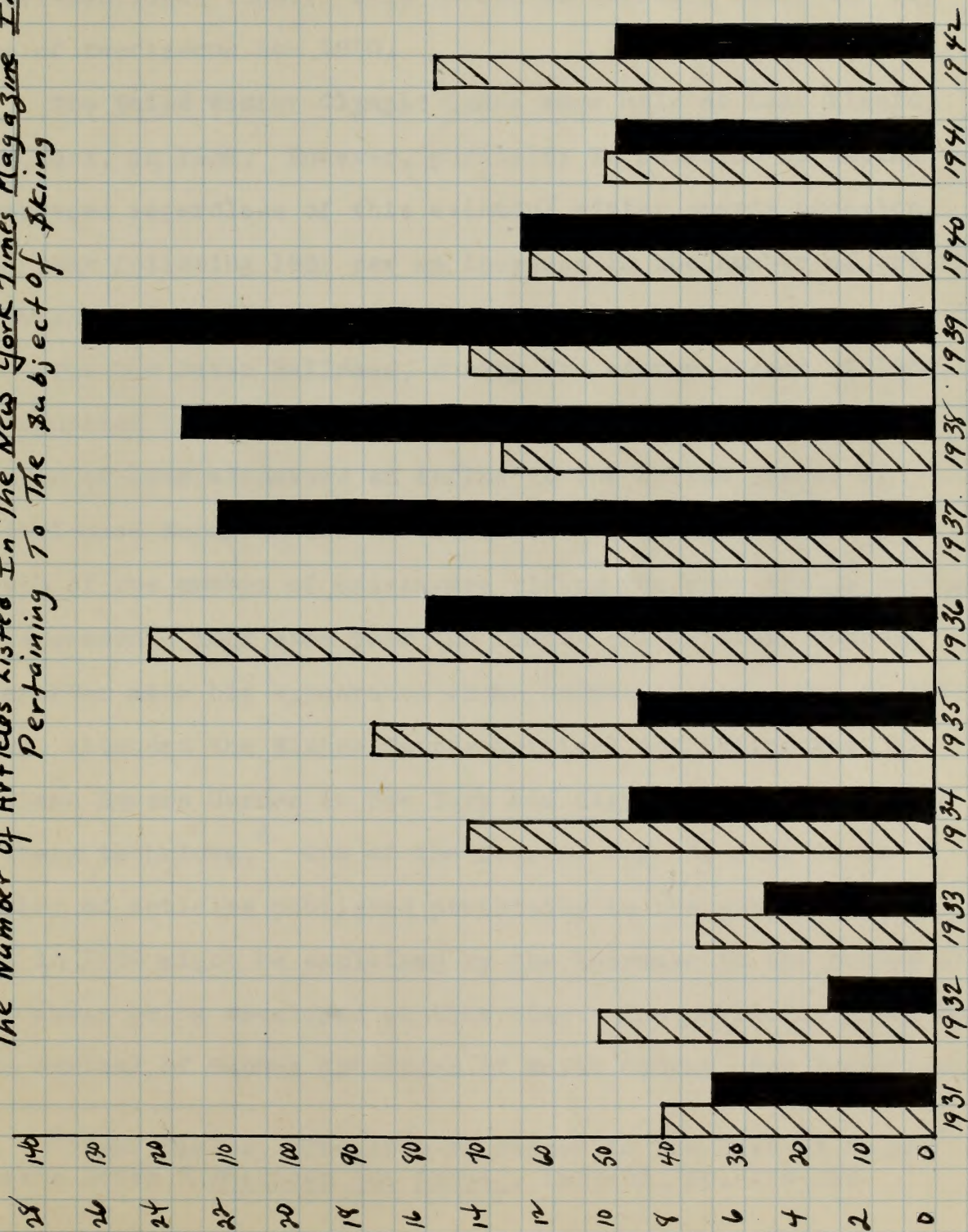
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² U. S. Bureau of Agriculture, Weather Bureau, Climatological Data, New England Section, Vol. XIII, Boston, Massachusetts, Annual 1937, No. 13, p. 1.

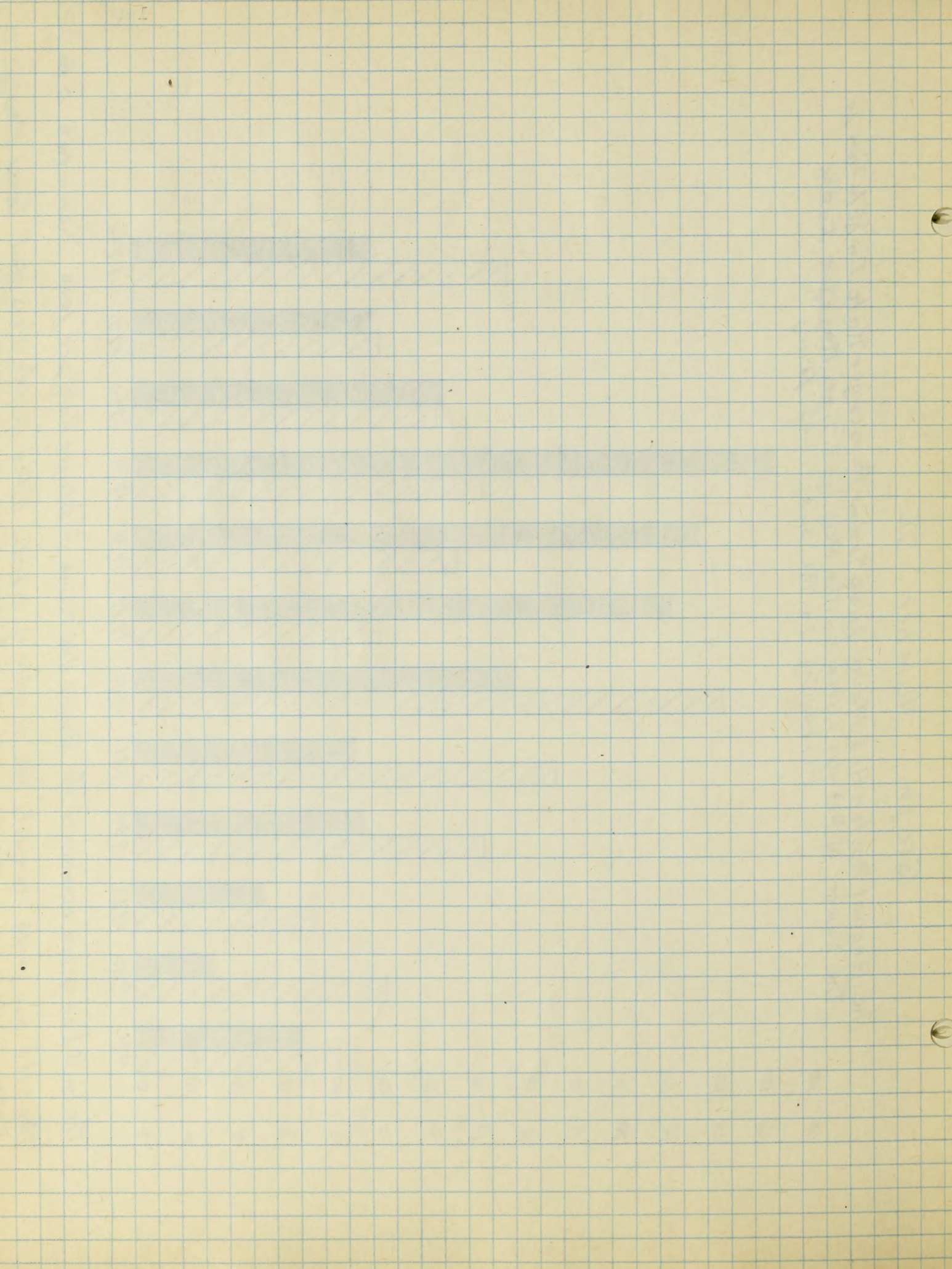
Graph Number II

The Annual Boston And Maine Snow Train Passenger Rate In Relation To
The Number Of Articles Listed In The New York Times Magazine Index
Pertaining To The Subject Of Skiing



The lined bar graph represents the Boston And Maine Passenger Rate per 1000, increments 0 to 28

The solid bar graph represents the number of articles listed in the New York Times Magazine Index pertaining to the subject of skiing, increments 0 to 140.



ject of skiing. Approximately thirty-five articles were written in 1931 pertaining to skiing according to the listing in the above-mentioned index. This showed an increase above the figure of twenty-one for 1930.

The Third Winter Olympic Games were held at Lake Placid, New York, in 1932. However, publicity in relation to skiing decreased regardless of this eventful winter sports occasion. The year following 1932 saw an increase in the number of articles written on the subject of skiing.

The New Haven Railroad, during the winter season of 1935, inaugurated its first snow train for the public. The next season of 1936 witnessed an influx to the United States of experienced European ski instructors. Note the rise in the graph of the number of passengers riding the snow trains during this season. This same year the famous ski-meister, Hannes Schneider made his appearance in the United States. He, at this time, attended the Winter Sports Carnival and Skiing Meet at Madison Square Garden in New York and displayed his simplified Arlberg technique.⁴ One of the reasons for the rise in the number of articles published pertaining to the subject of skiing in 1939 might be explained by the increase in the number of ski areas being developed at that time. The publicity given to the arrival of Hannes Schneider at North Conway, New Hampshire,

⁴Frank Elkins, "The 1936-37 Season in the East--A Columnist's Notes," American Ski Annual, 1937-38, pp. 178-182.

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⁴Frank Klyns, "The 1933-34 Season in the East--A Columnist's Notes," American Ski Journal, 1937-38, pp. 175-182.

was probably also related to this high peak shown on Graph Number II in 1939. It would seem reasonable to state then, that, because of the publicity given to the snow train movement and to skiing in general, more people became interested in this sport. This factor, in turn, tended to increase the number of people riding the snow trains.

Much publicity was given to the war effort from 1941 to 1945, hence a reduction was found in the number of articles written on the sport of skiing. The number of snow train passengers decreased in 1940-41 perhaps due to the uncertainty of prewar days. This decrease also corresponded to a decrease in publicity on skiing at this time. It should be noted that the number of articles listed in the New York Times Magazine Index pertaining to items on skiing tended to parallel the rise and fall in the number of passengers riding the Boston and Maine snow trains.

Graph Number III shows the relationship between the Boston and Maine snow train movement and the amount of savings deposits in dollars per capita from 1931 to 1942. It is interesting to note the drop in the number of snow train passengers in 1933. This was occasioned by the bank holiday when the savings deposits were only \$168 per capita. This figure gradually increased after 1933; otherwise the relationship of the Boston and Maine snow train movement and the amount of savings deposits in dollars per capita remained fairly constant. More money was

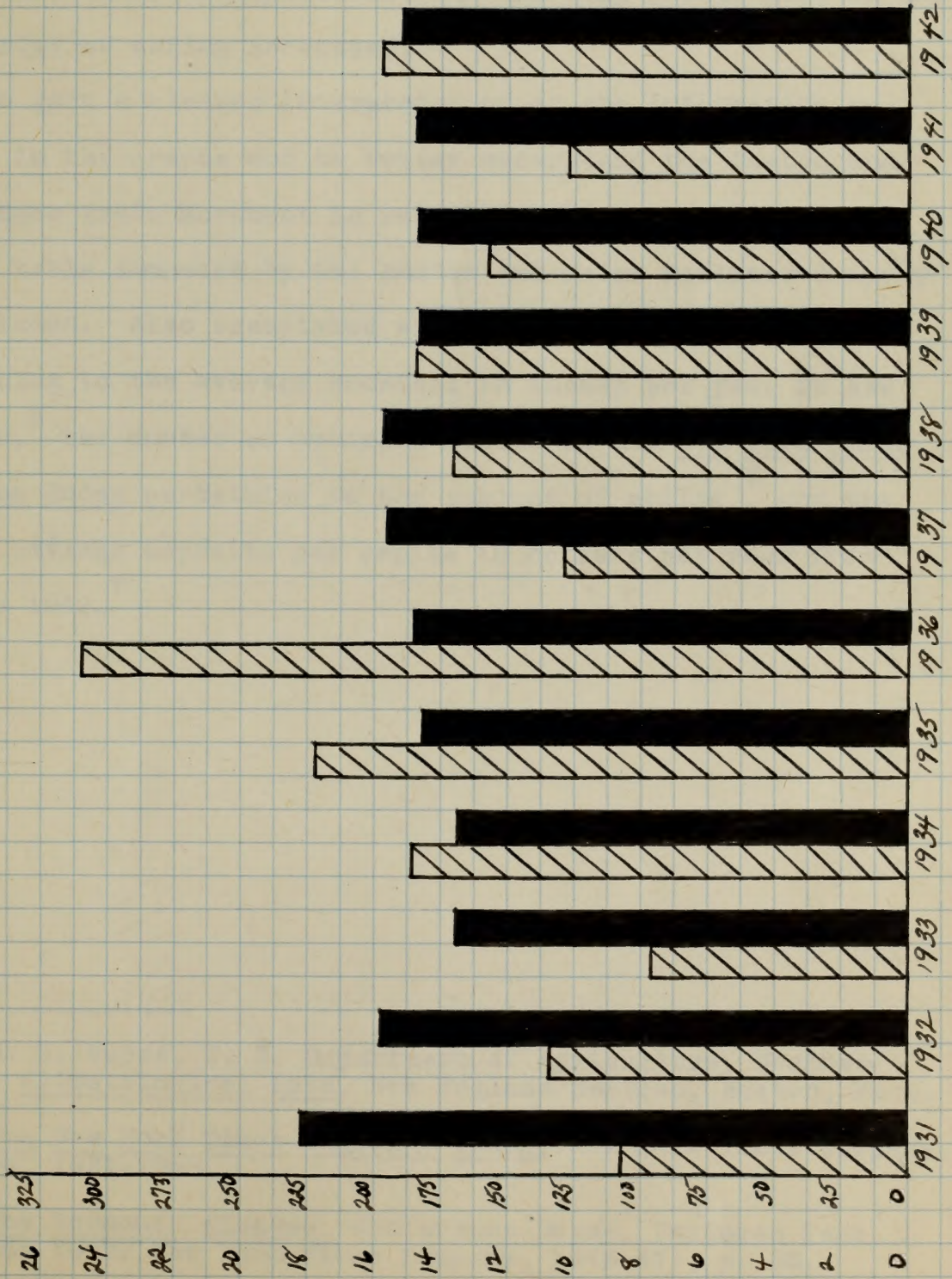
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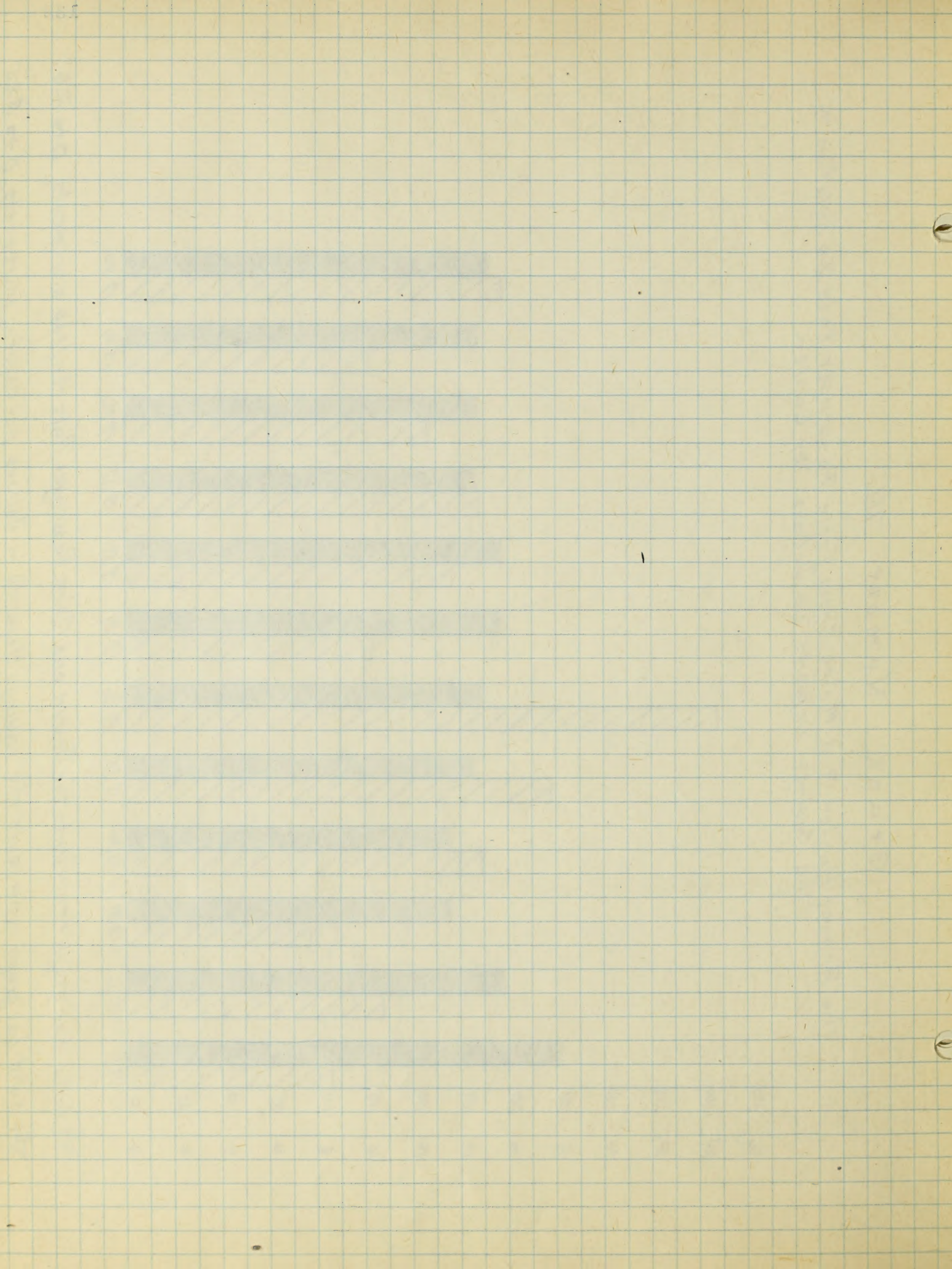
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Graph Number III

The Annual Boston And Maine Snow Train Passenger Rate In Relation To
The Savings Deposits In Dollars Per Capita



The lined bar graph represents the Boston and Maine Passenger Rate Per 1,000 increments, 0 to 26
The solid bar graph represents the savings deposits in dollars per capita, increments, 0 to 325



spent on winter recreation as the prosperity of the general public increased. More people also invested in ski equipment, ski instruction, transportation and the many accessories as the popularity of skiing increased.

To gain a clearer interpretation of the information recorded in the graphs and to better understand the Boston and Maine Snow Train Movement in relation to the progress of skiing, a table computed by the Boston and Maine Railroad Company is included. Also associated with this table is information pertaining to the average snowfall in inches per year in New England,⁵ the number of articles listed in the New York Times Magazine Index pertaining to the subject of skiing,⁶ and the annual savings deposits per capita in dollars per year from 1931 to 1942.⁷

⁵G. H. Noyes, U. S. Department of Agriculture, Weather Bureau, Climatological Data, New England Section, Boston, Mass.

⁶The New York Times Magazine Index, New York Times Company, New York, 1931-1942.

⁷The Economic Almanac, Conference Board, Business Fact Book (New York: New York Times Company, 1946-47), p. 36.

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⁵ U. S. Weather Bureau, U. S. Department of Agriculture, Weather Bureau, Climatological Data, New England Section, Boston, Mass.
⁶ The New York Times Magazine Index, New York Times Company, New York, 1931-1942.
⁷ The Economic Almanac, Constance Fort, Business Book (New York: New York Times Company, 1942-47), p. 38.

TABLE I

THE RELATIONSHIP OF THE BOSTON AND MAINE SNOW TRAIN
PASSENGER RATE PER YEAR TO THE AVERAGE ANNUAL SNOW-
FALL IN NEW ENGLAND, PUBLICITY ON SKIING AND
SAVINGS DEPOSITS IN THE UNITED STATES
FROM 1931 TO 1942

Periods of Years	Number of B & M Passengers*	Average Snowfall in Inches in New England	No. of Arti- cles Written on Skiing	Savings Deposits (dollars)
1931	8,371	57.9	35	227
1932	10,314	56.5	16	194
1933	7,703	88.5	26	168
1934	14,974	62.2	47	172
1935	17,943	72.2	46	179
1936	24,240	66.5	80	183
1937	10,039	44.9	112	191
1938	13,383	62.0	118	191
1939	14,529	66.8	134	195
1940	12,431	72.6	65	196
1941	10,039	52.2	50	199
1942	15,753	59.6	50	189

*Information received from the Boston and Maine Railroad Company, Boston, Massachusetts.

TABLE I

THE RELATIONSHIP OF THE BOSTON AND MAINE SNOW TRAIN
PASSENGER RATE PER YEAR TO THE AVERAGE ANNUAL SNOW-
FALL IN NEW ENGLAND, PURSUIT TO SKIING AND
SAVINGS DEPOSITS IN THE UNITED STATES
FROM 1931 TO 1942

Periods of Years	Number of Passengers B & M	Average Snowfall in inches in New England	No. of Anti- Skiing Winter Deposits (dollars)	Savings
1931	8,371	57.9	35	237
1932	10,314	56.5	16	194
1933	7,793	68.5	28	168
1934	14,974	62.2	47	172
1935	17,943	72.2	48	179
1936	24,240	66.5	80	185
1937	10,032	44.9	112	191
1938	13,883	62.0	118	191
1939	14,629	66.8	134	195
1940	12,431	72.6	65	196
1941	10,032	62.2	50	199
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3. The New Haven Railroad Snow Train Movement

The New Haven Railroad inaugurated its first snow train during the early part of January, 1934. This first snow train was a week-end excursion from Friday evening until Monday morning. It was experimental in nature, for it included only a special one-car pullman which was attached to one of the through trains to Montreal, Canada. This thirty upper and thirty lower berthed pullman was detached at White River Junction, Vermont, where the passengers skied for the week-end. This first venture by the New Haven Railroad was highly successful.

In the latter part of 1934 numerous ski-conscious people in New York City became interested in promoting another snow train trip. Representatives of the ski clubs presented the idea to the New Haven Railroad officials.

This interest created by the New York skiers, according to C. E. Williams, Assistant Passenger Manager of the New Haven Railroad, promoted the New Haven to operate its first snow train to Norfolk, Connecticut, on January 27, 1935. Previous to this time, Mrs. G. Biglow of Norfolk, as a diversion, had developed the Norfolk Ski Area and, as a result, when the New Haven patrons arrived at this ski area, they were well cared for. One of the outstanding features of this first trip was the service rendered by the "traveling sports store," a baggage car where all kinds of skiing equipment was for sale or for rent. A further service was the providing of meals by the train company. This

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first one-day snow train excursion met with gratifying approval by the skiers, and, as a result, during the first season of 1935, the New Haven Railroad officials sent out several other snow trains at special rates.

Sunday, February 10, 1935, the first New Haven snow train went out of New York City to the Berkshires carrying 447 skiers to Pittsfield, Massachusetts, to enjoy a day of skiing at Bousquets' Ski Grounds. Bousquets' ski enterprise was developed through the combined efforts of Mr. Bousquet and the New Haven Railroad. Mr. Williams, while employed in the engineering department of the New Haven Railroad Company in 1933, foresaw the possibilities of developing a ski area near Pittsfield, Massachusetts, and, as a result, he conducted the development of the train facilities at the Pittsfield Station, two miles from the present day Bousquet Ski Grounds.

Bartlett Hendricks gave the following account of the first snow train arrival in the Pittsfield, Massachusetts, station:⁸

"Outside the station, while waiting for his skis to be stowed in the bus which was to carry him to Yokum Seat Mountain, a young man accosted one of the natives who was looking on.

'This is a funny time of day for such a mob to be down at the station,' and he pointed to the crowd of nearly a thousand spectators.

'What's going on? Is the mayor returning, did someone get shot, or what?'

The Pittsfielder laughed, 'Why, we're all down here to see the skiers!'

'Well, I'll be darned,' said the New Yorker. 'What a city!'

⁸Bartlett Hendricks, "Ski Heil to the Berkshires," American Ski Annual, 1935-36, pp. 111-120.

first one-day snow train excursion met with practically universal approval by the public, and, as a result, during the first season of 1933, the New Haven Railroad officials sent out several other snow trains at special rates.

Sunday, February 10, 1933, the first New Haven snow train went out of New York City to the Berkshires carrying 457 skiers to Pittsfield, Massachusetts, to enjoy a day of skiing at Bowdoin's Ski Grounds. Bowdoin's ski enterprise was developed through the combined efforts of Mr. Bowdoin and the New Haven Railroad. Mr. William, while employed in the engineering department of the New Haven Railroad Company in 1933, foresaw the possibilities of developing a ski area near Pittsfield, Massachusetts, and, as a result, he contacted the development of the train facilities at the Pittsfield Station, two miles from the present day Bowdoin Ski Grounds.

Bartlett Hendricks gave the following account of the first snow train arrival in the Pittsfield, Massachusetts, station:

"Outside the station, while waiting for his skis to be stowed in the bus which was to carry him to York Road Mountain, a young man noticed one of the natives who was looking on. 'This is a funny time of day for such a mob to be here at the station,' and he pointed to the crowd of nearly a thousand spectators. 'What's going on? Is the mayor returning, his someone else, or what?' The Pittsfielder laughed. 'No, we're all down here to see the skiers!' 'Well, I'll be damned,' said the New Yorker. 'What a day!'"

⁸ Bartlett Hendricks, "Ski Rail to the Berkshires," American Ski Annual, 1933-34, pp. 111-120.

The New Haven snow trains, during the 1935 winter season, traveled to several other ski areas in the Berkshire Mountains, including the G-Bar-S Ranch Ski Grounds at Great Barrington in the East Mountain State Forest, besides the Beartown State Forest in South Lee, Massachusetts. During this season the New Haven Railroad snow trains carried 3,658 passengers to various ski areas throughout New England.

The New Haven Railroad, during the next season, operated eleven week-end snow train trips. The public had learned how much enjoyment it could have on such excursions. From the standpoint of economics in the community, during the winter of 1935-36 from the middle of December, 1935, to the 15th of March, 1936, the communities of Pittsfield, Stockbridge and Great Barrington, Massachusetts, grossed approximately \$500,000, which was entirely new business to this area.

Between New York City and the Berkshires, the one-day Sunday snow trains carried, each season, the following number of passengers:⁹

1935	3,658
1936	11,945
1937	463
1938	2,445
1939	2,466
1940	7,682
1941	5,410
	<u>34,069</u>

⁹Information received from C. E. Williams, Assistant Passenger Manager of the New Haven Railroad, December 4, 1946.

The first survey was made in 1902, when the first survey was made. It was a very rough survey, but it was the first one. It was made by the U.S. Geological Survey, and it was the first one. It was made by the U.S. Geological Survey, and it was the first one.

The second survey was made in 1903, when the second survey was made. It was a very rough survey, but it was the first one. It was made by the U.S. Geological Survey, and it was the first one.

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The New Haven Railroad operated some week-end snow trains between New York City and the White Mountains during the same period, carrying the following number of passengers:

1936	1,753
1937	3,800
1938	5,091
1939	3,501
1940	7,331
1941	<u>6,692</u>
	28,168

One of the outstanding facts of the snow train movement and its stimulation of skiing in New England and New York has been the increased revenue to communities visited. In the Berkshires, the New Haven Railroad aided in bringing in outside revenue from recreation and vacationists during the winter months. Today the Berkshires have a year-round vacation income. This same railroad company aided in the growth and development of skiing in numerous other ski areas throughout New England. Before the war the New Haven Railroad Company operated a special snow train, the "Ski Meister," to Woodstock and Stowe, Vermont, and to Franconia Region and Plymouth, New Hampshire. In the spring, the "Ski Meister" served the Tuckerman Ravine Area in the White Mountains, New Hampshire. Otto Schniebs was director of the New Haven Snow Train Ski School in 1937.

The New Haven Snow Train Movement, like the other snow train movements, has markedly aided the promotion of recreational skiing in New England and New York.

The New Haven Railroad operated some week-end and snow trains between New York City and the White Mountains during the same period, carrying the following number of passengers:

1936	1,733
1937	2,800
1938	5,001
1939	3,001
1940	7,322
1941	8,000
	<hr/>
	28,158

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4. The New York Central Railroad Snow Train Movement

The New York Central Railroad operated its first special ski train to North Creek in the Adirondack Mountains on January 8, 1936. A total of 7,431 winter sports enthusiasts were carried on special trains to resorts in the Adirondacks and the Catskill Mountains during that first season of 1936-37.

The New York Central, during the following years, added more special snow trains until, in the final big season before the war, it operated thirteen regular weekly trains, excluding seven trains which left Saturdays and Sundays from Weehawken, New Jersey, to Bear Mountain, New York.

The New York Central operated during the 1941-42 season a few special snow trains, carrying 11,292 skiers. These special trains were then discontinued during the remainder of World War II.

The New York Central snow trains carried each winter season from 1936 to 1942 the following number of passengers:¹⁰

1937	7,431
1938	12,155
1939	12,865
1940	19,277
1941	24,580
1942	<u>11,292</u>
	87,600

Expecting that the first full postwar season of 1946-47

¹⁰

Information received from Henry Doherty, Assistant Publicity Manager, New York Central Railroad, December 12, 1946.

4. The New York Central Railroad Snow Train Movement

The New York Central Railroad operated its first special

ski train to North Creek in the Adirondack Mountains on

January 8, 1936. A total of 7,451 winter sports enthusiasts

were carried on special trains to resorts in the Adirondacks

and the Catskill Mountains during the first season of 1936-37.

The New York Central, during the following years, added

more special snow trains until, in the final five seasons before

the war, it operated thirteen regular weekly trains, excluding

seven trains which left Saturdays and Sundays from Wednesday,

New Jersey, to Bear Mountain, New York.

The New York Central operated during the 1941-42 season a

few special snow trains, carrying 11,328 skiers. These special

trains were then discontinued during the remainder of World

War II.

The New York Central snow trains carried each winter

season from 1936 to 1942 the following number of passengers:

1937	7,451
1938	12,155
1939	12,865
1940	10,277
1941	24,680
1942	11,328
	<u>87,600</u>

Expecting that the first full postwar season of 1946-47

Information received from Henry Dobson, Assistant
Traffic Manager, New York Central Railroad, December 1, 1946.

would set a new record, the New York Central plans called for the operation of a large fleet of special snow trains to the Adirondacks, Green Mountains, the Berkshires, and the Catskill Mountains.

The New York Central Railroad, by rendering snow train service to the skiers, has made its worthy contribution to the ski movement in the East.

It can be justifiably recorded that the snow train movement added impetus to the sport of skiing. The skier had no convenient and low-priced means of transportation to and from remote ski areas throughout New England and New York prior to 1936. A need for such transportation increased as the followers of this winter sport increased. A selected number of organizations saw this need, and gradually, after the inauguration of the first snow train, this need was filled.

The Boston and Maine Snow Train Movement has played a prominent role in the progress of skiing in the East. Definite indications as to the influence of this movement on the skiing public has been shown in the graphs and can be easily seen in relation to the increase in the number of snow train passengers. The average skier had a need of low-cost transportation to and from distant ski areas. The Boston and Maine Railroad, besides other railroads in the East, has partially supplied this need through its years of operating snow trains. No definite figures have been computed on the relation of the snow train movement

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It can be justifiably recorded that the snow train movement added impetus to the sport of skiing. The skier had no convenient and low-priced means of transportation to and from resorts all across throughout New England and New York prior to 1936. A need for such transportation increased as the following of this winter sport increased. A selected number of organizations saw this need, and gradually, after the inauguration of the first snow train, this need was filled.

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with the sales of ski equipment and accessories, but indications have shown that there is such a relationship. Along with the snow train movement, sporting goods stores prepared "Snow Train Departments" and sold large quantities of goods. Newspapers capitalized by advertising the sales of ski equipment for the stores. Northern communities have profited from the snow train movement by furnishing accommodations to the skiers. Collectively, the snow train has contributed much to the growth and development of skiing in the East.

The New Haven snow train movement commenced January, 1934; however, its first snow train trip to White River Junction, Vermont, was only experimental. Specifically, the New Haven Railroad operated its first snow train on January 27, 1935, to the Norfolk Ski Area, Norfolk, Connecticut. A month later, on February 10, 1935, a second day trip was made to the Bousquets' Ski Grounds in the Berkshires. The New Haven Railroad carried a total of 85,237 ski passengers in its snow trains from 1935 to 1941 inclusive. In its years of operation, it has made a noteworthy contribution to the progress of skiing.

The New York Central snow train movement was inaugurated on January 8, 1936. Its first special ski train enrailed for North Creek in the Adirondack Mountains, New York. The New York Central Railroad has carried 87,600 winter sports enthusiasts in its six years of conducting special snow trains.

In summarizing, the snow train movement was a definite factor in influencing the progress of skiing in New England and New York.

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The New York Central snow train movement was inaugurated on January 4, 1936. The first special ski train consisted of four coaches in the Adirondack Mountains, New York. The New York Central Railroad has carried 14,000 winter sports enthusiasts in its six years of conducting special snow trains. In summarizing, the snow train movement has a definite part in influencing the progress of skiing in the English and New York

CHAPTER VII

OTHER FACTORS ASSOCIATED WITH THE DEVELOPMENT OF SKIING IN NEW ENGLAND AND NEW YORK

1. The Rise of Skiing as a Business

As the popularity of skiing increased during the latter 1930's, this winter pastime no longer was interpreted merely as a sport; it also became recognized as "big" business. Such contributions as the development of ski areas, the coming of downhill skiing, the introduction of the snow train movement, and the availability of proper ski instruction led to the expansion of this sport. The rapid increase in the number of participants created a further demand for more ski merchandise, accommodations and ski accessories. Sporting goods manufacturers, apparel designers, hotel and inn keepers, railroad officials and other business-minded people visualized the financial possibilities in relation to the skier's needs. This realization was the basis of skiing as a business.

Very few sporting goods stores in New England and New York as late as 1930 sold ski equipment. However, there was one exception to this rule. The Aca Osborn Sporting Goods Store of Boston, Massachusetts, sold ski equipment of Norwegian stock as early as 1915. Clothing designers knew little about skiing apparel. The snow train movement had yet to be inaugurated. However, within a period of five years the situation greatly

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changed.

The United States Census Bureau, in 1938, measured the trend in the sales of sporting goods.¹ It found that between 1935-37 the manufacturer's value of all sporting goods (not including firearms and ammunition) rose 27.5% to \$44,460,000. Within this same period ski output had increased almost 200%. It further discovered that in this two-year period from 1935-37 the value of ski and snowshoe production jumped from \$417,000 to \$1,236,000. It can be concluded that this increase in sales value was greatly attributed to the rapid growth of skiing.

It was estimated that \$2,400,000 worth of ski merchandise was sold in New York City in 1934.² Two years later in the same city one of the better known department stores had a \$36,000 weekly sales record, or a daily sales average of \$6,000 in ski merchandise. When Hannes Schneider made his first appearance in the United States at Madison Square Garden in 1936-37, \$125,000 worth of ski merchandise was sold.³

Roger E. Langley estimated in 1939-40 that skiing as a business was a \$20,000,000 industry.⁴ In his analysis at this time he estimated that, assuming a favorable winter season, skiers might spend approximately:

¹"Expect Big Winter Sports Season," Business Week (December 24, 1938), p. 12.

²"Skiing," Newsweek (December 26, 1936), 8:18-19.

³Frank Elkins, "Reviewing the 1936-37 Season," American Ski Annual, 1937-38, pp. 144-149.

⁴Roger E. Langley, "The Present Status of Skiing in America," American Ski Annual, 1939-40, p. 10.

1. For skis, bindings and accessories	\$3,000,000
2. For ski clothing	6,000,000
3. For ski instructions	500,000
4. For transportation	3,000,000
5. For lodging	3,000,000
6. For such adjuncts as cigarettes, ski tows, photo supplies and communication	<u>4,500,000</u>
	\$20,000,000

This survey, released by Langley in 1940, included the entire United States. However, the Eastern Section is one of the most concentrated ski areas in the world, and it can be assumed that of the \$20,000,000 spent for ski merchandise in 1939-40, Eastern skiers' expenditures amounted to a large per cent of this total.

Menke,⁵ in 1940-41, estimated the skiers' expenditures at approximately \$200,000,000. The most recent measure, given by Newsweek Magazine, quotes the figure at \$825,000,000, with \$100,000,000 of this amount being spent by skiers in the New England area.⁶

The rapid increase of ski resorts since 1935 is a further indication that the sport of skiing is big business. Large sums of money have been invested in developing skiing facilities designed to meet the varying demands of the skier besides fulfilling the specifications for competitive tournaments and efficient operation.

In the initial development of the Franconia ski area,

⁵ Frank G. Menke, "Skiing," Encyclopedia of Sports (New York: A. S. Barnes and Company, 1944), p. 548.

⁶ "Winter--The Slalom Boom," Newsweek Magazine (Feb. 17, 1947).

\$316,000 was spent.⁷ The Bousquet Ski Grounds, in 1936-37, grossed approximately one-half million dollars. The Snow Valley Ski Project in Manchester, Vermont, was a \$100,000 investment. Members of the Amateur Ski Club of New York pooled a sum of \$100,000 to build a chair lift and the Octagon (a ski lodge) at Smuggler's Notch, Mt. Mansfield, Stowe, Vermont. These figures represent only a small percentage of the amount invested in the development of ski areas throughout New England. Actually millions of dollars have been invested in the development of all types of ski areas in the East. Financial returns have been forthcoming.

An excellent example of skiing as a business has been witnessed in the development of the North Conway, New Hampshire, ski area. Harvey Gibson, a Manhattan banker, invested approximately \$300,000 in this development. The Skimobile (a ski conveyance) alone cost \$125,000.⁸ The Boston and Maine Railroad transports into North Conway an average of approximately 3000 skiers over the week-ends during a good season. Each season the village has grossed approximately \$2,500,000 from its winter visitors. Coggswell⁹ made a four-year study of the North Conway ski area in relation to business. His findings were quite revealing. In 1935 eleven hotels in this area reported winter

⁷ John L. Garrison, op. cit., p. 251.

⁸ Ibid., p. 264.

⁹ J. F. Coggswell, op. cit., pp. 18-19.

receipts of \$7,266, while in 1939 this figure jumped to \$114,155. Winter commercial bank deposits in 1934 amounted to approximately \$233,000, while in 1939 the figure rose to \$1,155,128. The electric light company reported a doubling in the kilowatt hour output from 1935 to 1939. The large influx of skiers to this region yearly has increased the incomes of many North Conway families.

Numerous other communities in New England have benefited from the sport of skiing. This sport has brought an increased income to many small towns that once had no outside revenue during the winter months. Today they have a year-round income.

Various organizations throughout the East function primarily for the promotion of skiing as a business. The development commissions of each state in New England carry on surveys, print maps of ski areas and ski trails, post accommodations, check on snow removal in ski regions, and publish helpful materials to aid the skier to enjoy more fully his winter vacations. The Recreational Department of the New England Council is unique in its aid to the winter sports enthusiast. It supplies information to assist the public in promoting skiing. Yearly it publishes The Skier's Guide to New England. This pamphlet is a handbook to New England ski trails, ski tows, ski jumps and other winter sports facilities. It also distributes a guide book to winter vacation accommodations. Each winter season the Recreational Committee of the New England Council

holds meetings which are attended by one hundred or more representatives from the six New England States. The major aim of this gathering is to promote winter sports as an industry.

The purpose of this topic has been to give the reader a new concept of the sport of skiing. Today this winter pastime is not only a recreational and competitive sport for millions, but for many it is a business. Skiing as a business has contributed much to the progress of winter sports. Ski equipment has been perfected. More conveniences for the skier have been created by business. Today, because of the efforts of both business and winter sports promoters, many people have benefited from the sport of skiing.

2. The Origin of the Ski Tow

One of the most important contributions of the progress of skiing was the development of the ski tow. This convenient uphill conveyance gave impetus to the sport mainly because it supplied a fast and easy way of transporting skiers uphill.

The first ski tow in the United States, known as the "ski-way," was built by Robert Royce of the White Cupboard Inn at Woodstock, Vermont, in February, 1934.¹⁰ Power was supplied by an old Model-T Ford. A 1800-foot endless rope was placed over a rear flanged wheel of the car and attached to a fixed revolving pulley at the other end. The skier, by grasping the rope tightly, was towed up the hill in about a minute's time,

¹⁰"The Woodstock Ski Way," American Ski Annual, 1934, p. 110.

holder meetings which are attended by one hundred or more representatives from the six New England States. The major aim of this gathering is to promote winter sports as an industry. The purpose of this paper has been to give the reader a new concept of the sport of skiing. Today this winter pastime is not only a recreational and competitive sport for millions, but for many it is a business. Skiing as a business has contributed much to the progress of winter sports. Ski equipment has been perfected. More conveniences for the skier have been created by business. Today, because of the efforts of both business and winter sports promoters, many people have benefited from the sport of skiing.

2. The Origin of the Ski Tow

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¹⁰ "The Woodstock Ski Way," American Ski Annual, 1934, p. 110.

300 feet higher than the starting position. The advantage of such a conveyance was soon discovered by the skier. It was a means of rapid uphill transportation, and it enabled the skier to make more downhill runs per day. Since the week-end trip of a skier is short, the "ski-way" meant more skiing pleasure.

Bunny Bertram, one-time Dartmouth ski captain, perfected the ski-way this same season of 1934. He renamed it the "ski tow." Royce's Buick engine, which had replaced the Model-T Ford, was again replaced by an electric motor. This new ski tow, adapted by Bertram, could carry 300 skiers an hour to the top of the hill.¹¹

Many variations of the ski tow have been invented since the discovery of the first "ski way" at Woodstock, Vermont. The Dartmouth Outing Club also pioneered in this movement. It operated one of the first steel cable J-Stick ski tows in the country on Oak Hill in 1935. The skier, on leaning against an inverted curved stick, was hauled up the hill. This conveyance increased participation and popularity of skiing at Hanover, New Hampshire. The skier was able to get in approximately 7000 feet of downhill running per afternoon.¹²

One of the most noted ski tramways in the East is the Aerial Tramway on Cannon Mountain, Franconia, New Hampshire. It is the only aerial tramway on the North American Continent. The

¹¹John L. Garrison, op. cit., p. 227.

¹²"That Ski Tramway at Dartmouth," American Ski Annual, 1936, p. 158.

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Lyndon L. Garrison, op. cit., p. 237.

"That Ski Tramway at Dartmouth," American Ski Journal, 1935, p. 127.

following are a few interesting facts relating to the tramway:

It has a vertical ascent of 1820 feet from the base station (elevation 1950 feet), to the summit station at 3770 feet, which is 337 feet below the top of Cannon Mountain. The cars are suspended from steel cables hung from three massive steel towers. Twenty-seven passengers can be carried through the air in each car at the rate of 1000 feet a minute. The trip from the base station to the top takes only five minutes. It was found by using the tramway an advanced skier was able to make seventeen downhill runs a day. This means that the skier had twenty-six miles of downhill skiing with a vertical drop of 35,700 feet per day. "Before the completion of the tramway if a skier was able to get in a vertical drop of from 6000 to 8000 feet in one day he knew that he had done a lot of hard climbing."¹⁴

The chair lift tow at Mt. Mansfield, Stowe, Vermont, is another well known ski conveyance in New England that has drawn the skier's attention. This ski tramway was rated in 1940 as one of the longest ski tows of its kind in the United States. A further unique tow is the Skimobile of North Conway, New Hampshire. It has hauled thousands of skiers to the top of Cranmore Mountain since its completion in 1938. The first Alpine ski lift in the United States was installed at Pico Peak,

¹³Alex H. Bright, "Downhill Only," American Ski Annual (Bellows Falls, Vermont: Belknap Press, Inc., 1934), pp. 32-33.

¹⁴Ronald Peabody, "Facts about Cannon Mt. Aerial Passenger Tramway," American Ski Annual, 1939-40, pp. 136-137.

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line ski lift in the United States was installed at Rice Lake,

13. J. H. Briggs, "Downhill Only," *Mountain Ski Journal*
(Boston: Briggs, Vermont; Bellows Falls, N.H., 1939), pp. 32-33.
14. Ronald Penhody, "Facts about Cannon Mt. Ski Lift Passenger
Tramway," *American Ski Annual*, 1939-40, pp. 130-131.

Rutland, Vermont, while still another chair lift was put into operation at the Million Dollar Belknap Mountain Area at Gilford, New Hampshire. One of the most recent types of ski tows to be put into service is the conventional portable ski tow. It consists of a small engine mounted on a toboggan. The toboggan is placed at the foot of the hill and a 600-foot rope is carried up the hill and fastened to a "snow spike" or nearby tree. It can haul five skiers up a 35-degree grade in one minute.

In a survey conducted by the Recreational Development Committee of the New England Council it was revealed that there were approximately 196 tows and lifts in Maine, New Hampshire, Vermont, Massachusetts and Connecticut in 1946.

The discovery of the use of the ski tow may be considered as a major factor in popularizing skiing after the 1930's. Through its use skiers were able to utilize more fully their week-end time in downhill running, partly eliminating the tedious uphill climbing. The ski tow, as an associated factor in the development of skiing in the East, greatly aided this sport.

3. The Founding of the Intercollegiate Ski Union

Intercollegiate ski competition first began in 1913. McGill University of Canada and Dartmouth College of Hanover, New Hampshire, were the first eastern colleges to compete against each other in the sport of skiing. A relay race was

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conducted, and out of this meeting evolved the Intercollegiate Ski Association.¹⁵ This organization was very informal, and, because of its ineffectiveness during the season of 1923-24, the association was reorganized and the Intercollegiate Winter Sports Union was founded.

It was the aim of the I.W.S.U. to promote competitive skiing among eastern colleges. Its program consisted of arranging schedules and conducting tournaments. A further reorganization of this intercollegiate association was necessary as interest grew in skiing. The Intercollegiate Ski Union was formed in 1934. Fifteen eastern colleges banded together to foster regular winter competition. They were: McGill University, Dartmouth College, Universities of New Hampshire, Maine and Vermont, Bates College, Middlebury College, Norwich University, Bowdoin College, Williams College, Amherst College, Harvard College, Yale University, Toronto University and Ottawa University.¹⁶ Later on, Massachusetts State, Union College, Syracuse and Princeton joined the Ski Union.

The aim of the Intercollegiate Ski Union is to encourage and control intercollegiate ski competition. Its program includes the scheduling of an annual Intercollegiate Ski Union championship, the sponsoring of dual meets and the general pro-

¹⁵ Frank Elkins, "History of the Intercollegiate Ski Union," A Complete Ski Guide (New York: Doubleday Doran & Company, 1940), pp. 101-103.

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^{1a} Frank E. Smith, "History of the Intercollegiate Ski Union," a complete ski union (New York: Doubleday Doran & Company, 1940), pp. 101-102.

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motion of skiing in eastern colleges.

Intercollegiate competition in skiing has greatly contributed to the rise of this sport in the East. The Intercollegiate Ski Association (1913 to 1923), the Intercollegiate Winter Sports Union (1924 to 1934), and the Intercollegiate Ski Union have fostered interest in competitive skiing among college students through the years. This interest has resulted in the development of a number of proficient skiers. Such persons as Dick Durrance, Ted Hunter, Ralph Townsend, David Bradley, the Chivers brothers, C. McLane, P. Rideout and others are a few of the many skiers who have been trained through college winter sports programs. Many of these skiers today hold prominent positions in the field of skiing.

4. The National Ski Patrol and its Contribution to the Ski Movement and the War Effort

One of the most outstanding organizations, in regard to the skier, is the National Ski Patrol. Its motto is a symbol of safety. Charles M. Dole, chairman of the National Ski Patrol, stated, "It is essentially a great co-operative movement organized by skiers, run by skiers, for the benefit of all skiers."¹⁷

The number of skiers increased very rapidly after 1935. As a result, a need arose for safety in skiing. It became ap-

¹⁷ Charles M. Dole, "The National Ski Patrol System," Annual Report of the National Ski Patrol System, 1940-41, p. 11.

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parent to operators of ski areas that a system of patrolling was necessary in order to assure pleasure and safety for the skier. The idea of forming ski patrols grew from this need.

The first ski patrol in the United States was formed by Roland Palmedo of the Amateur Ski Club of New York and Frank Griffin at Mt. Mansfield, Stowe, Vermont, in 1937.¹⁸ This same year other ski areas, notably Pinkham Notch, New Hampshire, Manchester, Vermont, and Pittsfield, Massachusetts, organized ski patrols.

In conjunction with the forming of ski patrols throughout New England in 1937, an accident occurred that greatly influenced the ski patrol movement. Charles M. Dole had a serious accident on a ski trip which incapacitated him for several months. As the result of this experience and through the combined efforts of Roland Palmedo and Frank Griffin, the idea was conceived which led to the founding of the National Ski Patrol in 1938 on Mt. Mansfield, Stowe, Vermont. Charles M. Dole was elected chairman of this organization.

The National Ski Patrol, as its purpose, undertakes to:¹⁹

1. Encourage the formation of more local patrols.
2. Raise the standards of requirements for membership in local patrols and especially to encourage First Aid training. Improve the First Aid treatment of winter accidents.

¹⁸Herbert Brucker, Ten Winters, 1931-1941, The Amateur Ski Club of New York, 1942, p. 14.

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¹² Herbert Proctor, For Skis, 1931-1941, The Western Ski Club of New York, 1942, p. 14.

¹³ Charles E. Dole, op. cit., p. 11.

3. Assist in maintaining and improving First Aid equipment and facilities in all skiing areas throughout the United States.
4. Promote improvement of trails and slopes, and intelligent use of trail markers.
5. Encourage widespread safety education.
6. Co-operate with the National Ski Association in any way called upon by the President of that Association.

There are seven divisional chairmen of the National Ski Association throughout the United States. In each of these divisions there is a Divisional Chairman who directs all the National Ski Patrol System affairs in his division. Under the Divisional Chairman are the Section Chiefs. They are responsible for certain sections of each Division and are the coordinating link between the Divisional Chairman and the local patrols. The Section Chief's duty is to visit all local patrol leaders and patrols during the season. The Patrol Leader, who is appointed by the National Patrolman, co-ordinates all ski patrol activities in his area. He has the responsibility for developing new patrols, the installation and maintenance of First Aid equipment, and recording of accidents. At the head of this entire organization is the chairman of the National Ski Patrol System, Charles M. Dole.

The National Ski Patrol functions on a voluntary basis. Ski patrolmen give their services free so that they may guard the safety of other skiers. Qualifications of a ski patrolman have been established. It is required that the patrolman be a skier. He must have passed the standard First Aid course of the American Red Cross, besides supplementing this course with

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Ninety-one patrolmen were certified in the first season of 1938.²⁰ Forty-one local patrols were operating in the United States at the end of 1939. The next season 89 local patrols and 160 National Patrolmen were members of the N. S. P.²¹ This number rose to 444 National Ski Patrolmen, as members of the N. S. P. System volunteered their services.²² Today 794 National Patrolmen, 200 local patrols and 23 National Patrolwomen are members of the N. S. P. and local patrol membership exceeds the 2500 mark.

The main purpose of the National Ski Patrol is to create greater enjoyment for the recreational skier by trying to prevent accidents and by caring for the injured when accidents do occur. Every accident is recorded and reported to the National Ski Patrol. This organization, in its nine years of service to the skier, has cared for well over 7500 accidents and has saved 14 lives. The accident ratio in skiing is less than three per cent because of its efforts. The majority of these accidents are minor ones, 75% of them occurring at the ankle and knee.

²⁰Roger F. Langley, "Ski Patrol," Safety Education, December, 1941, p. 190.

²¹Lowell Thomas, "The National Ski Patrol System and What it Does for You," National Skiing Guide, 1947, p. 116.

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21 Lowell Thomas, "The National Ski Patrol System and What
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The contribution made by the N. S. P. toward the ski movement is self-explanatory. This nationwide organization, by reducing the accident rate in skiing, has increased the recreational skier's pleasure for the sport.

The National Ski Patrol, during the early part of World War II, played a leading role in activating the 87th Infantry Mountain Regiment, the first such regiment in the military history of the United States. The 10th Mountain Division resulted from the formation of this mountain regiment.

From a suggestion made by Charles M. Dole and approved by Roger F. Langley, the N. S. P. offered the services of its organization to the government in April, 1940.²³ A further step in this direction was made on July 18, 1940, when Dole wrote to President Roosevelt relating the value of the N. S. P. and the part it could play towards national defense. A co-sponsor of this movement was John E. P. Morgan, treasurer of the National Ski Patrol Committee. These two prominent ski associates carried the issue to the White House and expended every effort possible to promote their idea. The answer they received from military officials was that more information was needed on ski equipment and ski training. The next step then included compiling a ski manual. Otto Lang, Charles Proctor, Benno Rybyzka and Walter Prager offered their services in preparing a military ski manual.

²³Fred H. McNeill, "Skiing and National Defense," American Ski Annual, 1941-42, p. 7.

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Further negotiations ensued and on December 5, 1940, the War Department approved the N. S. P.'s services to assist in training army units in winter warfare. The National Volunteer Winter Defense Committee was formed. Bestor Robinson of Oakland, California, was named chairman of the Advisory Committee on equipment, while other members were Douglas Burkett of Boston and Peter H. Hostmark of Seattle, Washington. Later, Lindley Morgan, Charles M. Dudley of Hanover, New Hampshire, Walter A. Wood of the American Geographical Society, New York, Rolf Mousen, Lake Placid's instructor, and David A. Bradley of Madison, Wisconsin, were appointed to the committee.

The function of the Committee was to make available information on winter equipment and techniques of training ski troops.

The 10th Mountain Division was the ultimate outcome, developed through the efforts of the War Department and the National Ski Patrol. The 87th Infantry Mountain Regiment, a unit of the 10th Mountain Division, trained at Mt. Rainier, Washington, and later moved to Camp Hale, Colorado, in 1942. The 44th Division Ski Patrol, coached by Harold Sorensen,²⁴ trained at Old Forge, New York, in the winter of 1941. The 15th Infantry Regiment also played a role in this wartime winter training program by the United States Army. This regiment was

²⁴Harold Sorensen, "Ski Patrol, U. S. Army," American Ski Annual, 1941-42, pp. 51-55.

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coached by Walter Prager, Dartmouth ski coach. The climax came, when, in 1945, the 10th Mountain Division sailed from the United States for foreign service in Italy.

The development of the sport of skiing came as a result of many factors. No one factor has been the primary cause of its expansion. The public began to recognize skiing as "big business" as this sport greatly increased in popularity in the latter 1930's. Accommodations and accessories increased as more people participated in skiing and skiers demanded more equipment. Business-minded people soon realized the needs of the skier, and, as a result, skiing became business. Skiing also became a new source of income for many small communities in the East. Railroad companies added to their profits by increasing their passenger quotas through the winter months. Department and sporting goods stores witnessed a rise in the sale of ski merchandise as skiing became more popular. Large sums of money were invested in the development of new ski areas, while state commissions and the New England Council promoted skiing both as a business and as a pastime. As a result, skiing as a business has benefitted many people in the past decade.

The first ski tow was installed on Gilbert Hill in Woodstock, Vermont, in 1934. Since the day of this eventful occasion approximately 196 other ski tows have been put into operation throughout the East. This addition to ski areas has greatly increased the popularity of the sport because it has meant

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The first ski tow was installed on Mount Mansfield in 1936-1937, Vermont, in 1938. Since the day of its eventual operation approximately 100 other ski tows have been put into operation throughout the East. This addition to ski areas has greatly increased the popularity of the sport because it has meant

further pleasure for the skier. The ski tow has enabled the skier to make more downhill runs during short week-end trips. The ski tow as an associated factor has made a noteworthy contribution to the sport of skiing.

Intercollegiate ski competition began in 1913 with a meet between McGill University of Canada and Dartmouth College, Hanover, New Hampshire. Through the years, eastern colleges have competed in annual intercollegiate championships besides dual ski meets. Many college students have been trained through college winter sports programs. Because of these experiences they have, in later life, devoted their time and effort to the promotion of skiing. Such cases would include Dick Durrance, Charles Proctor, Roger Langley, Charles M. Dole, and numerous other individuals.

The National Ski Patrol, founded in 1938, has greatly contributed to all phases of skiing throughout the United States. The services of this organization have been outstanding to the skier in its nine years of operation. More than 7500 accidents have been cared for, and fourteen lives have been saved. The motto of the National Ski Patrol is "Service and Safety." The skier owes much to this voluntary association, because without the aid of the National Ski Patrol's services many skiers in past years would have been the victims of unnecessary accidents.

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the co-operation with the War Department it assisted in activating fighting units trained in winter warfare.

Today, without the services of the National Ski Patrol, skiing would be a hazardous sport.

3. The Influence of Winter Skiing Upon Postwar Skiing

The distribution of hundreds of thousands of people overseas of World War II had much to do with introducing skiing to many new potential customers. Roger Langley, President of the National Ski Association, predicted that after the war there would be an unprecedented number of skiers. The training of ski troops aided the revival of this sport. Other servicemen who visited rest camps located in mountainous regions overseas experienced the sport of skiing for the first time.

Many G. I.'s who were assigned to the 10th Mountain Division learned the fundamentals of skiing. This experience for those who lived in northern sections of the United States, was proved to be useful. Some members of the 10th Mountain Division have been employed as ski instructors at various ski resorts throughout the East and elsewhere. Others have entered partnerships in developing new ski areas. The effects of this army unit have been widespread as an aid to the progress of skiing.

The American Red Cross gave many servicemen their first lesson in skiing. This organization took over hotels and villas in Cortina, Italy, and made a rest center for the troops.

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CHAPTER VIII

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tioned in the Northern part of Italy. The environment was ideal for skiing. Ski trails and a jump in the vicinity were repaired. An average of 250 men were cared for each week of the winter season. Ski equipment was furnished. Many of the men learned the basic fundamentals of skiing in a week's time. Ski meets were held along with regular recreational skiing. Many New Englanders competed in the first ski championship which was held between the Mediterranean and European theatres. A few of the competitors were Adrian Roy of Laconia, New Hampshire; John Atwood, Wellesley, Massachusetts; Robert Bourdon, Woodstock, Vermont; Richard Seward, Rutland Vermont; George Wilson, Berlin, New Hampshire, and Frank Murray, Dorchester, Massachusetts.¹

The Athletic Office carried on a winter sports program in the European Theatre of Occupation after the war. The main purpose of this program was to stimulate outdoor activity, mainly recreational skiing. Some troops were located in the Alps and the setting was ideal for such a winter activity. Many soldiers, who had never been on skis, were taught how to ski by trained instructors. Other servicemen participated in competition. The major command sponsored local championships. Winners were qualified to compete in the theatre championship, which was held in Garmisch-Partenkirchen, Germany, on February 7 and 8, 1946. Leon Goodman of Sun Valley, Idaho, won the downhill race

¹Editorial in the Ski News (December 15, 1946), Hanover, New Hampshire.

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¹Editorial in the Ski News (December 12, 1945). Hanover, New Hampshire.

held on a portion of the Olympic course, while Jerry Porter of Rutland, Vermont, and Donald French of Portland, Oregon, were second and third respectively. Robert Blatt of Palo Alto, California, placed first in the Slalom race ahead of Colin Stewart of Hanover, New Hampshire, and Griff Lumbard. William Legere of Rumford, Maine, won the 60-meter ski jumping event, while Karl Bohler of Montrose, New York, placed second, with David Fisher placing third.²

Chamonix was another European Theatre where ski activities were prominent. At Gmund, Germany, the First Armored Division operated a ski lodge under the direction of William Bradley. Each week 35 men were accommodated at the ski lodge, where they rested and enjoyed skiing in the area. A ski instructor's staff was formed, and a short course was given in First Aid. Many ski lessons were given, instruction being limited to four hours a day.³

Approximately 7000 servicemen received a minimum of a week's instruction in skiing during 1946 at Zugspitze, one of the army rest and recreation resorts in Europe.⁴

American members of the occupation forces enjoyed many hours of recreational skiing in Japan at the Eighth Army's rest hotel at Shiga Heights. The American Red Cross sponsored the

²Robert Blatt, "Overskis, 1946," American Ski Annual, 1947, pp. 60-77.

³William C. Bradley, "Ski Lodge Degenfield," American Ski Annual, 1947, pp. 123-126.

⁴Editorial in Ski News, (Nov. 1, 1946) Hanover, N. H.

held on a section of the Olympic course, while Terry Foster of Rutland, Vermont, and Donald French of Portland, Oregon, were second and third respectively. Robert West of Palo Alto, California, placed first in the slalom race ahead of Colin Stewart of Hannover, New Hampshire, and Fritz Imberger, winner of Hartford, Maine, won the 60-meter ski jumping event, while Karl Rofner of Montrose, New York, placed second, with David Fisher placing third.²

Chamonix was another European location where ski activities were prominent. At Grand, Germany, the First Armed Division operated a ski lodge under the direction of William Bradley. Each week 35 men were accommodated at the ski lodge, where they rested and enjoyed skiing in the area. A ski instructor's staff was formed, and a short course was given in first aid. Many ski lessons were given, instruction being limited to four hours a day.³

Approximately 7000 servicemen received a minimum of a week's instruction in skiing during 1943 at Engelberg, one of the army rest and recreation resorts in Europe.⁴

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²Robert West, "Overcome, 1943," Winter Sports Annual, 1944, pp. 83-74.

³William C. Bradley, "Ski Lodge Engelberg," Winter Sports Annual, 1944, pp. 123-122.

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The Army, through its winter sports program, taught thousands of ski enthusiasts to love skiing, an activity which many G. I's have carried into civilian life.

Skiing in the United States during the war was at a low ebb; nevertheless the sport progressed. An interesting development during the war was the establishment of the Newton Indoor Ski School at Newton Corner, Massachusetts. Robert Johnson, director of the school, learned to ski when he was young, receiving his training in the ski schools of Sweden. He came to this country in 1920 and made his home in Newton Highlands, Massachusetts. Nine years later he moved to New Sweden, Maine, where he organized what is believed to be one of the first cross country ski clubs in America.

One of the longest cross-country ski races on record was sponsored by this club in 1936. The race was run over a 198-mile course between Bangor and Caribou, Maine. Fourteen skiers entered the race, with only five finishing. Johnson won the race. He continued to pursue his interests in the field of skiing, returning from Maine in 1937 and occupying himself in the ski department of J. W. Brines sports goods store of Boston, Massachusetts. Johnson, through his experience at Brines, conceived the idea of operating an indoor ski school. One day a friend approached Johnson with a list of names of twenty telephone girls who wanted to learn to ski. The outcome of this

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One of the longest cross-country ski races on record was sponsored by this club in 1935. The race was run over a 134-mile course between Bangor and Caribou, Maine. Johnson skied the race, with only five Finns. Johnson won the race. He continued to pursue his interests in the field of skiing, returning from Maine in 1937 and occupying himself in the ski department of J. W. Barnes sports goods store of Boston, Massachusetts. Johnson, through his experience at Barnes, conceived the idea of operating an indoor ski school. One day a friend approached Johnson with a list of names of twenty telephone girls who wanted to learn to ski. The outcome of this

incident resulted in the building of the first indoor ski school in New England at the Wells Memorial Institute in the South End of Boston in 1939. An old attic was converted into a short indoor ski slide, 17 feet long and 10 feet wide, with a 24-degree pitch. Johnson's real problem was finding a substitute for snow suitable for the ski run. He first used soap powder, next rice, then corn meal, but all these materials would gum up the skis and the slide after a number of runs. He finally used ground plastic chips.

The first year the instruction course lasted six weeks, after which time there was snow for outdoor skiing. On New Year's day he took his pupils to Groton Golf Club. Outside, under actual conditions, he told his pupils to do the same things which they had been taught to do inside on the artificial slope. The students were awkward at first, but with continued practice, the majority of them learned the system rapidly.

The next year, because of an increasing demand, the Wells Memorial Indoor Ski School slide was enlarged to a length of 34 feet and a width of 15 feet. That season Johnson taught 200 students the fundamentals of skiing, compared to a total of 50 in 1939. Graphite was used on the slope that year, but because it blackened the skiers, its use was discontinued.

Business was mild during the war, although many service personnel were taught how to ski. The United Service Organization catered to the indoor ski school in 1944, with the W.A.C.S.

incident resulted in the building of the first indoor ski school in New England at the Wells Memorial Institute in the South End of Boston in 1939. An old attic was converted into a short indoor ski slide, 14 feet long and 10 feet wide, with a 24-degree pitch. Johnson's real problem was finding a substitute for snow suitable for the ski run. He first used soap powder, next rice, then corn meal, but all these materials would gum up the skis and the slide after a number of runs. He finally used ground plastic chips.

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and the W.A.V.E.S. taking a great interest in the sport.

In 1945 Bob Johnson branched out into his own business. He located a large top-story hall at Newton Corner, Massachusetts, and constructed his own indoor ski school. During the summer months of 1945 the hall was put in readiness for fall business. A portable steel scaffold was erected, and various materials were experimented with as a sliding surface. Johnson discovered that granulated plastic chippings spread over a canvas surface served the purpose best. Wax chippings were also used to increase the slipperiness of the slide. Four hundred and thirteen students were instructed in skiing during the season of 1945-46, each student receiving five lessons at ten dollars. The director estimated that 750 students would be taught during the 1946-47 season.

Day and night classes are included in the ski instruction program. When the regular outdoor season arrives the students are taken to local outdoor branches at the Commonwealth Country Club, Newton, the Groton Golf Club, Melrose, while a mountain school is maintained at Warner, New Hampshire. This business venture by Bob Johnson has proved very successful and appealing to the public because it has provided a systematized course of ski instruction for the would-be skier.

These many types of ski activities during the war stimulated postwar skiing. Harry W. Hicks, Secretary of the Lake Placid Club, stated that he believed there would be a large and

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These many types of ski activities during the war season-

lated postwar skiing. Harry W. Hicks, Secretary of the Lake

Michigan Club, stated that he believed there would be a large and

steady increase in the number of people in the United States who would take up skiing or continue it following the war. Roland E. Peabody, Managing Director of the Cannon Mountain Aerial Passenger Tramway of Franconia, New Hampshire, reported that winter business was 50% of normal during the season of 1943, 80% of the patrons being servicemen and their families. He anticipated record-breaking numbers after the war.

2. New Developments in Skiing

There has been a marked improvement in the skill of United States skiers since the end of the war. This progress has been substantiated by the results of National and Olympic team tryouts during the past season. Ralph Townsend of the University of New Hampshire was the winner in the classic combined Olympic team tryouts held February 15-16, 1947, under the auspices of the Sno Birds of Lake Placid Club, New York. Townsend placed first in the jumping event and third in the cross-country race. Corey Engen of Ogden and Donald Johnson of Salt Lake City, Utah, placed second and third respectively to Townsend, followed by Allison Merrill, Durham, New Hampshire, and David Brown of Lake Placid Club, New York.

Robert Blatt of Stanford, California, placed first in the combined slalom and downhill races of the Olympic team tryouts held at Sun Valley, Idaho, March 8-9, 1947. Blatt finished fourth in the men's downhill race and second in the men's slalom race. Jack Reddish, Alta Ski Club, and George Macomber of Alta,

steady increase in the number of people in the United States who would take up skiing or canoeing is following the war. Roland E. Faraday, Managing Director of the Canadian Mountain Hotel, Banff, Alberta, reported that winter business was 50% of normal during the season of 1945. 80% of the patronage being servicemen and their families. He anticipated record-breaking numbers after the war.

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Robert Bluff of Glenora, Colorado, placed first in the combined slalom and downhill races of the Olympic team trials held at Sun Valley, Idaho, March 8-9, 1947. Bluff finished fourth in the men's downhill race and second in the men's slalom race. Jack Redding, Alta Ski Club, and George Macomber of Alta,

Utah, placed second and third respectively behind Blatt in the combined downhill and slalom event. Fourth, fifth and sixth places were won by Steven Knowlton, Alta, Utah, Colin Stewart, Dartmouth College, New Hampshire, and Donald Amick, Washington State. G. K. Fraser of Sun Valley, Idaho, wife of Donald Fraser, 1936 U. S. Olympic Team member, placed first in the women's combined downhill and slalom event in the Women's Olympic Team Tryouts. Andrea Mead of Pico Peak, Vermont, placed second, and third place was won by Paula Kann of North Conway, New Hampshire. Hannes Schneider concluded that the United States Ski Team had, as a result of the outstanding performances of the 1947 season, a chance of coming back from the 1948 Winter Olympic Games with a few first places. This feat has never been accomplished by an American Ski Team.

The National Finance Plan was launched in 1947. This plan called for an additional fee of five cents to be charged to every skier staying overnight at a ski lodge, hotel or guest house in ski areas. Over 125 ski lodges, hotels and guest houses in New England alone pledged their support to this plan during the 1946-47 season. The National Ski Association plans to use the money in maintaining and developing its far-reaching program to improve skiing in the United States.⁵ \$50,000 of this collected fee will be used in financing the U. S. Olympic

⁵"The National Finance Plan Launched," Ski News (January 1, 1947), Hanover, New Hampshire.

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Team. It will include places for ten downhill and slalom men, eight jumpers, four cross country and combined runners, and eight women in the downhill and slalom events, plus two coaches, Alf Engen and Walter Prager, making the total of 32 members. The Eastern Division of the National Ski Association was assigned \$15,000 as a fund quota.

Airplane companies, within the past few years, have extended their services to skiers. The Colonial Airlines of New York City serve many ski resorts throughout the East and Canada. This airline, during the 1946-47 season, offered a one-day and seven-day round trip excursion over all routes and schedules in the East for the first time in air transportation history. It reduced round trip rates 25 per cent for week-end excursions and $37\frac{1}{2}$ per cent for one-day trips, a reduction estimated lower than surface transportation. The Wheeler Airlines of Montreal, Canada, also supply air transportation to skiers. The Blaine Airways, a new airline to enter the winter sports field, operated out of La Guardia Field, New York, to Rutland, Montpelier and Burlington, Vermont; Lake Placid, New York, and Franconia, Berlin, Gorham, Conway and North Conway, New Hampshire. The Northeast Airlines entered this service during the 1946-47 season. This airline operated between White River Junction and Burlington, Vermont. The airplane offers rapid travel to and from ski areas throughout the East for skiers who can afford this type of transportation.

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The High Mountain Ski School Excursion has, within the past year, extended its services to New England skiers. The school is operated by Joe Ritter, a former Olympic skier and member of the 10th Mountain Division. It is actually a combination ski school and transportation unit. The ski school makes arrangements for transportation of small groups to ski areas where they are instructed in the fundamentals of skiing.

Skiing has attracted numbers of new followers since the war. The increase in participation has tended to increase the number of skiing accidents. In order that the skier may be assured of some financial protection, Eric E. Bohn, a former ski instructor at Old Forge, New York, campaigned for ski-accident insurance. He was able to convince the Commercial Casualty Insurance Company of Newark, New Jersey, the value of his plan of making available to the skier a type of insurance that would give protection against ski accidents. In the future this type of protection will be more plentiful for the skier, but possibly at a higher rate than today.

There have been various new developments in ski equipment. Automatic bindings, which furnish added protection by enabling the skier to release the feet rapidly, are available today. There have also been many revisions in the design of ski boots for various types of bindings and for added flexibility. Lacquers have been used for ski waxes. The Hamilton Standard Propeller Company of Hartford, Connecticut, produced a lacquer

called HSP-60. It is a combination of wax and lacquer. The wax rises to the surface as the lacquer dries. This has proven very fast under all snow conditions except extremely low temperatures and wears well. The American Ski Company of Clare, Michigan, has produced recently an all-magnesium ski called the Air-Ski. This type of ski is extremely light, highly flexible, and requires wax only under certain adverse wet snow conditions. Their real value has not been tested because few people know about them.

It is probable that many new developments will arise to serve the skier's needs as the growth of skiing continues. It is more than likely that, after the 1948 Winter Olympic Games at St. Moritz, Switzerland, new ideas on how to improve the sport of skiing will be forthcoming.

3. Future Trends in Skiing

Today skiing has become suited to mass recreation because a person does not need to be an expert skier in order to enjoy the sport. It would seem that the future of recreational skiing is limitless if the average skier's needs are provided. There are various steps that should be taken in order to meet these needs more fully.

A future trend which is of utmost importance to the average skier is the idea of developing ski hostels and ski communities throughout the East. Skiing is an expensive pastime for many people. Rates at many ski inns and hotels are too high for the

average income group. The same can be said about the cost of using some ski lifts and the added accessories associated with the sport. It has been suggested that the federal, state and local governments foster ski hostels somewhat on the basis of the Appalachian Mountain Club Huts in the White Mountains to partly eliminate this condition. This club operates a chain of mountain lodges that not only serve the mountain climber's needs, but the skier's needs as well. The average cost for a night's lodging, with supper, breakfast and trail lunch, is three dollars. If the government were to operate such a system, lower rates could be maintained. Such a federal, state or local system could be operated the year-round for hiking, mountain climbing, hunting, fishing and skiing in their respective seasons.

The American Youth Hostels, Inc., has taken the lead in providing inexpensive lodging in the ski country. It maintains fifty-four hostels in New England, seven of which remained open during the winter season of 1946-47. It plans to increase this number substantially in the future. This organization operates on a non-profit, co-operative basis. They provide bunks and blankets for a quarter a night, with cooking equipment available for those who wish to prepare meals. They plan to serve meals in many of the hostels in the future, the cost per day being approximately two dollars per person. This past year more than 1400 skiers were turned away from the Ski Dorm at Mt. Mansfield,

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Stowe, Vermont, during the Christmas holidays. This ski lodge, besides hostels at Putney and Pownall, Vermont; Plymouth, Conway, and Meredith, New Hampshire; and Northfield, Massachusetts, are operated by the American Youth Hostels, Inc. There is an increasing trend towards the operation of more hostels in the East, a trend that will probably become a reality in the near future.

Another important trend lies in the development of more slopes and ski trails adapted to the average skier. The ski slopes and trails of the past have been created for the "dare-devil" type of skier. The steeper and more risky the trails, the less suitable they are for the average skier. Ski trail designers in the future will build trails wider and with more gradual turns. A good example of what can be expected in trail clearing was indicated by Otto Schneibs and Hannes Schneider, expert ski trail designers. They have supervised the laying out of ski trails on the new Whiteface Ski Development in the Adirondack Mountains, New York. These trails are approximately eighty feet wide with twisting and flowing turns. This type of trail would be fun for the average skier to run because it allows the novice a chance to swing wide on the turns while the expert has the opportunity to cut the corners and gain speed. The trend in this type of ski trail designing is to combine control with speed.

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Association had adequate financial backing. Its members could devote more time to righting mistakes that now exist in the sport of skiing. A trend in this direction is expected in the future.

The future of skiing looks bright. Postwar ski activities tended to reach prewar levels in 1946-47, while the training of ski troops and the experiences of servicemen in this winter activity promoted skiing progress. There is a future possibility, as a result of the tremendous strides made by competitive skiers since the war, that the U. S. Olympic Ski Team has a chance of winning a few first places in the Winter Olympic Games of 1948. Another indication of the progress made in skiing following the war was reflected in a plan launched by the National Ski Association. This plan will make funds available to aid in financing the operations of this and other ski organizations in a more efficient manner, which will ultimately tend to improve skiing in America. Such factors as low cost accommodations and improved ski trail designing will also tend to increase skiing on a mass recreational basis, enjoyable for all those who wish to participate in this wholesome outdoor activity.

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CHAPTER IX

SUMMARY

Skiing in this country has made progress since the day of its origin. This winter activity in ancient times had a utilitarian purpose, and it is only within recent years that man has considered it as a sport. Ancient tribes in their migratory movements from Central Asia to Europe used skis as a means of transportation. Norway became active in skiing in the middle of the 19th century, and since that time her contributions to this winter sport have been outstanding. The majority of ski terminology now employed by ski-minded individuals originated in Norway along with certain ski techniques.

The exact origin of skiing in early America is unknown. It is known, however, that Scandinavian settlers promoted this sport as a means of travel and recreation. They were instrumental in forming ski clubs throughout the Midwest, besides aiding in founding the National Ski Association.

Skiing has experienced repeated changes in New England and New York during the past fifty years. The progress of this sport was slow and partly unnoticed by the general public prior to 1920. It was limited to local areas such as the Lake Placid, New York region and the Berlin and Hanover, New Hampshire regions. It consisted mainly of ski jumping and cross-country

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Skating has experienced repeated changes in New England and New York during the past fifty years. The progress of this sport was slow and partly unnoticed by the general public prior to 1920. It was limited to local areas such as the Lake Placid, New York region and the Berlin and Hanover, New Hampshire regions. It consisted mainly of ski jumping and cross-country

running. It was undertaken by the hardy few. There were no snow trains, ski tows, ski lifts or snow reports. Literature on the subject was scarce. Ski trails were natural ones. Schooling in the techniques of the sport was unknown. Winter accommodations were practically impossible to find because most of the eastern hotels and inns were closed during the winter months. Roads in the northern section of New England and New York were poorly plowed. These and other factors retarded the growth of skiing prior to 1920.

Skiing as a competitive and recreational sport developed at an almost unbelievable rate after 1920. Many factors were responsible for this rapid growth of interest. One factor of major importance was the growth of ski areas throughout New England and the Lake Placid, New York region. Many factors that contributed to the healthy expansion of skiing in the East resulted from the growth and development of these areas.

The Lake Placid Club was one of the pioneers of skiing in the East. This club has promoted skiing in all its phases from 1904 up to the present day. Its contributions to the progress of this sport have been noteworthy. The Dartmouth Outing Club and its Winter Carnival, through the efforts of alumni members, ski coaches, ski stars, community folks and others, contributed to the progress of skiing in New England and elsewhere. Private schools influenced the growth and development of skiing by cultivating an early interest in this sport among their students

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by sponsoring interscholastic ski meets, and by supplying colleges with men skilled in the sport. People who have been associated with skiing in the Franconia area have furthered the sport through their efforts. The Stowe, Vermont, region has contributed to the advancement of skiing by making excellent ski facilities available for the public. The promotion of skiing in the Eastern Slopes Region has influenced the growth of this sport in many ways in the past decade. People interested in skiing in this area were instrumental in introducing proper ski instruction to the public, while the famous ski-meister, Hannes Schneider, gave prestige to the sport not only in this area but throughout the United States. The Big Bromley and Snow Valley enterprises, located in Manchester, Vermont, made their contributions to the progress of this winter sport by supplying well designed ski areas. Other ski areas throughout New England that have developed within recent years have contributed to the growth and development of skiing.

The activities of the United States Eastern Amateur Ski Association greatly influenced the progress of skiing. It has, as the governing body of ski activity in the East, made possible a program of certifying professional ski instructors. It has decreased conflicts in the scheduling of ski meets and tournaments. The Association has tended to eliminate unqualified ski instructors. The United States Eastern has given incentive to many skiers to improve their technique through its proficiency

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 in this area but throughout the United States. The Big Brothers
 and Snow Valley enterprises, located in Manchester, Vermont,
 made their contributions to the progress of this winter sport
 by supplying well designed ski areas. Other ski areas through-
 out New England that have developed within recent years have
 contributed to the growth and development of skiing.

The activities of the United States Eastern Amateur Ski
 Association greatly influenced the progress of skiing. It has,
 as the governing body of ski activity in the East, made possible
 a program of certifying professional ski instructors. It has
 decreased conflicts in the scheduling of ski meets and competi-
 tions. The Association has tended to eliminate unqualified ski
 instructors. The United States Eastern has given incentive to
 many skiers to improve their technique through its proficiency

testing program. It has helped to reduce the hazards of skiing. The Association has also contributed by promoting junior skiing, by carrying on a research program, and by supplying the public with up-to-date information on the subject of skiing. The United States Eastern Amateur Ski Association, in its twenty-five years of existence, has been outstanding in the promotion of skiing in the East.

The inauguration of the snow train movement in 1931 had a profound influence on increasing the popularity of this sport. The Boston and Maine, the New Haven and the New York Central Railroads, by making available to the skier convenient and reasonably priced transportation to and from remote ski areas, greatly aided the progress of skiing. This movement also increased the incomes of various communities located near ski resorts by increasing the demand for accommodations and through the sales of ski equipment. The public began to recognize skiing as "big" business, as this sport greatly increased in popularity in the later 1930's. Accommodations and accessories increased as more people participated in skiing. Department and sporting goods stores witnessed a rise in the sales of ski merchandise. Large sums of money were invested in the development of new ski areas. Thus, skiing, as a business, has benefited many people.

The invention of the ski tow, which enabled the skier to make more downhill runs during short week-end trips, contributed

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The invention of the ski tow, which enabled the skier to make more downhill runs during short week-end trips, contributed

much to the pleasure and popularity of skiing. The organization of intercollegiate ski competition aided in promoting skiing in colleges throughout the East, while the founding of the National Ski Patrol in 1938 greatly influenced all phases of the sport in the United States. The major purpose of this organization has been and is to promote safety in skiing. More than 7500 accidents have been cared for and fourteen lives have been saved in its nine years of operation. The National Ski Patrol also contributed to the war effort by assisting in activating units trained in winter warfare.

Recreational and competitive skiing abroad and at home during the war stimulated postwar skiing. Improvements made by the United States skiers since the war have been noticeable by experts, while financial plans, made by the National Ski Association will make funds available for maintaining and improving skiing in America.

The future of skiing is bright. This sport today has approximately 3,000,000 followers, and it is probable that many more people will adopt it as the years pass. However, many improvements can be made to make skiing a more enjoyable sport for the average skier. Reasonably priced accommodations, improved ski trails and proper financing of ski organizations need to be put into effect in the future in order that skiing may continue to be the wholesome competitive and recreational sport it is today.

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The future of skiing is bright. This sport today has approximately 5,000,000 followers, and it is probable that many more people will adopt it as the years pass. However, many improvements can be made to make skiing a more enjoyable sport for the average skier. Reasonably priced accommodations, improved ski trails and proper financing of ski organizations need to be put into effect in the future in order that skiing may continue to be the vigorous recreational and competitive sport it is today.

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APPENDIX

Chronology of World Skiing

- 526 A. D. Procopius, an early writer, mentioned a race of people known as the "Skrudfinnir" who slid down the hill in contrast to those people who did not slide down the hill.
- 710 Theophanes wrote about Byzantine King Leo and his followers crossing the Caucasus Mountains with "snow rings" on their feet.
- 1307 The first significant and complete description of ski running was made by Fadl Allah Rashid ed Din when he described the natives making boards out of wood and using them for sliding.
- 1555 Olaus Magnus published a book regarding his travels in Norway showing pictures of ski runners.
- 1840 Harold A. Grinden, lifetime historian for the National Ski Association, stated that he has been unable to find actual facts to show that skis were used in the United States any earlier than the year 1840.
- 1845 The Norwegians are credited with the origin of the ski meet.
- 1856 John A. Thompson, a Norwegian, carried mail over the Sierra Mountains on skis during the height of winter.

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- 1850 John A. Thompson, a Norwegian, carried mail over the Alaskan Mountains on skis during the height of winter.

- 1862 The first official ski competition on record was held at Grorud, near Oslo, Norway.
- 1879 Skiing officially became a sport in Norway when the King of Norway promoted a tournament between the two communities of Telemark and Christiania.
- 1883 The famous ski family of Norway, the Nordheims, arrived in the United States.
- 1883 The Nansen Ski Club of Berlin, New Hampshire, believed to be the first organized ski club in the United States, was founded.
- 1887 The first ski tournament in the United States was held at Red Wing, Minnesota.
- 1891 Hannes Schneider, noted ski meister, was born in Stuben am Arlberg, Austria.
- 1892 The first skis recorded in Hanover, New Hampshire, were brought there and used by Dr. J. B. Thomas of Pittsfield, Massachusetts.
- 1893 The first ski jumping record of America was established in 1893 when Torjus Hemmestveit jumped 103 feet at Red Wing, Minnesota, for a world record.
- 1904 The Lake Placid Club was founded by Dr. Melvil Dewey.
- 1904 The National Ski Association was founded.
- 1910 The Dartmouth Outing Club was founded by Fred H. Harris of Brattleboro, Vermont.
- 1911 Dartmouth College of Hanover, New Hampshire, held its first Winter Carnival.

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- 1905 The National Ski Association was founded.
- 1910 The Dartmouth Skiing Club was founded by Fred B. Harris of Brattleboro, Vermont.
- 1911 Dartmouth College of Hanover, New Hampshire, held its first winter carnival.

- 1919 The Sno Birds, one of the intra-clubs of the Lake Placid Club, was organized.
- 1921 The Eastern Intercollegiate Ski Association was founded.
- 1922 The United States Eastern Amateur Ski Association, the first divisional ski organization of the National Ski Association, was founded at Lake Saranac, New York.
- 1924 The Intercollegiate Ski Association was reorganized, the Intercollegiate Winter Sports Union being formed.
- 1924 The Federation Internationale de Ski was founded.
- 1924 The first Olympic Winter Sports Games were held in Chamonix, France.
- 1924 The first Eastern National Ski Tournament was held at Brattleboro, Vermont.
- 1925 The United States Eastern Amateur Ski Association became affiliated with the National Ski Association.
- 1925 Downhill and slalom skiing were introduced through the efforts of Charles A. Proctor, professor at Dartmouth College, Hanover, New Hampshire.
- 1927 The first real downhill race in the United States, run by modern standards, was held on Mt. Moosilauke Carriage Road, New Hampshire, under the sponsorship of Dartmouth College.
- 1928 The U. S. Winter Olympic Ski Team of 13 sailed from New York to compete in the second Winter Olympic Games.
- 1930 Skiing became active in the Franconia, New Hampshire, region.

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 Bretton Woods, Vermont.
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 affiliated with the National Ski Association.
 1930 Bessie and Alton Skis were introduced through the
 efforts of Charles A. Proctor, professor at Dartmouth
 College, Hanover, New Hampshire.
 1931 The first real downhill race in the United States, run
 by former students, was held on Mt. Washington at Bretton
 Woods, New Hampshire, under the sponsorship of Dartmouth
 College.
 1932 The U. S. Winter Olympic Ski Team of 15 called from New
 York to compete in the second Winter Olympic Games.
 1933 Skis became active in the French Alps, New Hampshire.

- 1930 Katherine Peckett of Franconia, New Hampshire, founded what is believed to be the first ski school in the U. S.
- 1930 Otto E. Schniebs began his reign as a ski coach at Dartmouth College, Hanover, New Hampshire.
- 1931 The first "Snow Train" in the country's history was run from the North Station, Boston, Massachusetts, to Warner, New Hampshire, with 197 winter enthusiasts aboard.
- 1932 The Third Winter Olympic Games, held at Lake Placid, New York, was opened by Governor F. D. Roosevelt.
- 1933 The Mt. Mansfield Ski Club was organized.
- 1934 An increase in junior skiing was noticeable.
- 1934 The first ski tow was invented at Woodstock, Vermont.
- 1935 Walter Prager arrived as an instructor and ski coach at Dartmouth College, Hanover, New Hampshire.
- 1935 The New Haven Railroad operated its first "Snow Train," out of Grand Central Station, New York, to Norfolk, Conn.
- 1936 The New York Central Railroad operated its first "Snow Train."
- 1937 Charles M. Dole, a New York insurance broker, and Carrol Reed of North Conway campaigned for proper ski instruction in this country.
- 1938 The National Ski Patrol was organized on Mt. Mansfield, Stowe, Vermont.
- 1937 The snowfall was below normal during this year.
- 1938 The first aerial passenger tramway on the North American continent was completed on Cannon Mountain, Franconia,

New Hampshire.

- 1938 It was roughly estimated that there were 600,000 skiers in the United States at this time,
- 1939 Hannes Schneider came to the United States and settled in North Conway, New Hampshire.
- 1940 According to the survey made by J. R. Tunis in his book, Sport For The Fun Of It, skiing was the fastest growing sport at this time.
- 1940 The National Ski Patrol extended its services to the Government in aid of national defence.
- 1941 The United States Army commenced experimenting with ski troops.
- 1944 The 10th Mountain Division was alerted for overseas duty.
- 1946 The United States Eastern Amateur Ski Association succeeded in influencing the New England Principals' Association to sponsor a New England Interscholastic Ski Championship.
- 1946 It was roughly estimated that there were 3,000,000 skiers in the United States.
- 1946 A National Finance Plan was launched to raise funds for a 1948 Olympic Ski Team.
- 1946 Representatives of six New England states, at a gathering of the New England Winter Recreation Council, pointed toward the biggest season ever for New England skiers.

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1947 This season will being a tremendous influx of new skiers with competitive skiing greatly increasing.

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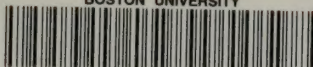
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